

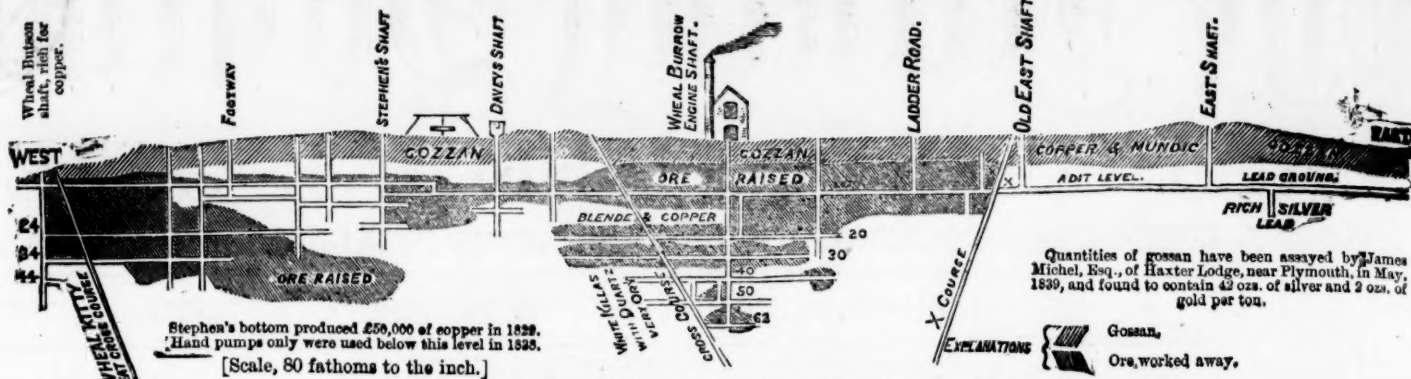
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BURROW AND BUTSON—LEAD, BLENDE, AND COPPER MINES.

EAST AND WEST SECTION ON THE MAIN LODE



Wheal Kitty, one mile north; dividends about 40 per cent. per annum. Probable tin ground under the copper.

West Chiverton, 2½ miles west. Total profits about £200,000. Silver-lead.

Burrow and Butson Mining Company

COMPRISING IMPORTANT LEAD, BLENDE, AND COPPER MINES.

(ALSO KNOWN AS "WHEEL DAVEY.")

IN THE MANOR OF MITHIAN, ST. AGNES, CORNWALL.

Incorporated under the Companies Acts of 1862 and 1867, limiting the liability of shareholders to the amount of their respective subscriptions.

CAPITAL £30,000. FIRST ISSUE, £20,000, IN SHARES OF £1 EACH.

5s. payable on application, 5s. on allotment, 5s. at two months, and 5s. at four months after allotment.

All preliminary expenses up to the allotment of shares will be paid by the vendor.

In the event of no allotment the deposit money will be returned in full.

The Second Issue of Shares (if made) will be offered to the then existing Shareholders at par, in proportion to their respective holdings.

DIRECTORS.

THOMAS MILNES, Esq., 4, Euston-square, W.C.

S. E. ILLINGWORTH, Esq., 9, Norfolk-crescent, Hyde Park, W.

CHARLES MORRIS, Esq., Director of the Fortuna Mining Company.

J. W. WILLIAMSON, Esq., Director of the United Mexican Mining Company.

(With power to add.)

BANKERS.

LONDON THE ALLIANCE BANK (Limited), Bartholomew House, E.C.

CORNWALL Messrs. JOHN MICHAEL WILLIAMS and CO. (West Cornwall Bank), Redruth.

SOLICITOR.

J. ARTHUR MORGAN, Esq., F.G.S., 47, Finsbury Circus, E.C.

AUDITORS.

Messrs. J. WADDELL and CO., Poultry Chambers, E.C.

SECRETARY.—W. H. FORBES, Esq.

OFFICES,—47, FINSBURY CIRCUS, E.C.

PROSPECTUS.

The object of this company is to purchase a lease or license of the above mines for the term of 21 years, from the 25th of March, 1872, at the low royalty of 1-18th, or a rent of £20 per annum, merging in the royalty, in order to continue the extensive workings already executed at an expenditure of at least £25,000, and to follow up the valuable discoveries made in rich silver-lead ore, copper, and blende, of which many thousand pounds worth have been raised and sold from shallow depths—the workings of which were suspended, in consequence of the death of the owner and the then low price of minerals.

The geological and geographical position of these mines is all that can be desired, being within the celebrated Chiverton group of silver-lead mines, about 3 miles west of the rich West Chiverton (which, on an outlay of £30,000, has paid over £200,000 in dividends and new machinery), the lodes of which pass through the whole length of Burrow and Butson. The property is within 2 miles of the Port of St. Agnes, and 7 miles from either Truro or Redruth Railway Station, by excellent roads.

The Wheal Kitty Copper and Tin Mines, which now pay nearly 40 per cent. per annum in dividends, lie about one mile to the north, on lodes parallel to those of Burrow and Butson, and are traversed by the same great cross-course as intersects these mines. The effect, geologically, of this intersection will doubtless be similar and equally satisfactory in both cases.

To illustrate the spirit with which these mines were opened up, it suffices to quote from the detailed valuation (a copy of which can be seen at the office) that the north adit is of the length of 350 fms., the south cross-cut adit of 234 fms., and the adit level on the main lode 627 fms., making in all 1211 fms., or one and one-third of a mile of drive at (say) 25 fms. from surface, all of full height and width, and executed in the best miner-like manner.

The mines extend about 550 fms. on the course of the east and west lodes, and 400 fms. from north to south, comprising ten known east and west lodes, four cross-courses, and one caunter lode.

On and near the main, or great gossan lode, which for some length is of the unusual width of 10 ft., 16 shafts have been sunk, but only four are 30 fms. under adit, except the Burrow engine-shaft, which is 87 fms. deep from surface. From the bottom of this shaft, from 10 fms. of driving, 10 tons of copper was sold at £9 10s. per ton.

Levels have been commenced east and west, at 20, 30, 40, 50, and 62 fms., and driven short distances with nearly all the ends in copper or blende, the latter of which will now bring five times the price it realised when the mines ceased working.

The western, or "Butson" part of the mines, was worked for some time to great profit by mere hand pumps and common tackle, from above and about the 40 fm. level, and over £50,000 worth of copper is stated to have been sold from it in one year. The levels going west from the engine-shaft are expected to reach this course of ore (it dipping east) in about 50 fms. of driving, and give increased facilities for bringing the produce to surface at a very considerably reduced expense.

Blende, or zinc ore (black jack), which precedes or accompanies silver-lead in all the richest lead mines of Cornwall or Wales, can be raised in several parts of the mines in very large quantities. According to the accompanying reports from 100 to 200 tons of blende per month (worth at the present time about £6 per ton) can be raised as soon as the mine is again unwatered to the 30 fm. level. Immediately the engine goes to work (say, three months from the time it is delivered on the mine) blende can be raised.

From the eastern part of Burrow many tons of silver-lead ore has been raised by tributaries from the adit without any level having been driven in the very extensive virgin ground. There can be scarcely a doubt but that under the adit the lead will greatly improve both in quality and quantity.

Referring to the prospects of immediate and valuable discoveries, the following extract from the report of Capt. Samuel George, M.E., who inspected these mines, is of importance:—

"I find, to my surprise, east of the engine-shaft the lode, all above and below, so far as the water would allow, has been taken away by tributaries since the mine ceased working. * * * At the extreme end of the workings eastward (see E. and W. Section * *) there is a cross-course which has never been cut through. This could be done at once, when, I have not a doubt, the lode will be found as productive on the other or eastern side as it proved on the western side."

The gossan found on the back of the main lode, and of which

many thousand tons can, probably, still be raised, has been largely worked away, and some assays of it are stated to have produced 42 ozs. of silver and 2 ozs. of gold per ton, indicative of the richness in silver of the lead under it.

Precipitate of copper to the value of many thousand pounds is stated to have been collected from the mine water by the rudest possible method. With improved appliances the quantity can be largely increased. This is important, not only as a source of revenue, but as a proof of very large deposits of copper ore in depth.

An assay of blende from the mines made by Messrs. Johnson, Matthey and Co., in June, 1870, produced—zinc 48.50, copper 2.25, and silver 1.50 ozs.

Three assays made by Professor W. White of some lead ores left behind from the previous working of Burrow and Butson, resulted—No. 1, lead 64.2 per cent., silver 13 ozs. 17 dwts. 6 grs. per ton of undressed ore; No. 2, lead 70.3 per cent., silver 32 ozs. 16 dwts. 4 grs.; No. 3, lead, 72 per cent., silver 27 ozs. 2 dwts. 6 grs. per ton.

The mines have recently been carefully inspected and reported upon by Capt. John Nancarrow, of Camborne; Capt. Samuel George, Redruth, and Messrs. Christopher and others, all practical miners of long experience, some of whom worked in these mines before they were discontinued. Copies of these reports accompany the Prospectus.

The purchase-money for the property will be £15,000, of which only £3000 in cash, and £6000 in fully-paid share, will be paid on the transfer of the property, and £6000 in cash will be payable out of one moiety of the net proceeds of sales of ore by the Company, to be set apart by the directors for that purpose.

After careful and critical comparison of the reports referred to, the expectation is that with the quality of the ores from these mines a profit of at least 80 per cent. per annum will accrue on the first £5000 laid out on the works after the erection of the necessary pumping, drawing, and dressing machinery, and by extending the levels (already in rich ores) further east and west, the mines will be rendered still more profitable.

The only agreement affecting the company is dated the 4th day of June, 1872, and made between William Stevens, of the one part, and William Henry Forbes, of the other part.

Application for shares may be made on the enclosed form, prospectuses and reports can be obtained at the offices of the company, and of the bankers, and specimens of the copper, silver-lead, and blende ores, and copies of the Articles of Association can be seen at the offices of the solicitor.—London, June, 1872.

REPORTS.

Capt. JOHN NANCARROW, of Camborne, manager of Polbrean, Great South Chiverton, Wheal Lucy, and other important lead, tin, and copper mines in the West of Cornwall.

Camborne, Nov. 17, 1871.—These mines are situated in the south-east part of the parish of St. Agnes, and are bounded by Great West Chiverton Mine on the east, where some large and promising silver-lead lodes are being opened. The sett is about 580 fathoms long and 400 fathoms wide. The stratum is the kyllas in which all the rich lodes in the Chiverton district are found. The adit is 25 fathoms deep, and is driven southward across the sett for the whole of its width. There are several lodes intersected, all running east and west, some of which promise well, but little or nothing has been done on any of them except on the great or main lode, which is worked for 40 fathoms in length, but these workings are generally shallow. There is a good perpendicular engine-shaft near the middle of the sett sunk 62 fathoms below the adit, from which levels are driven on the main lode. The deepest ones are not extended far, but were productive of good copper ore. About this shaft some thousands of tons of copper and blende ore were raised, and from the statement of persons whose veracity I cannot doubt considerable quantities (of blende especially) may be profitably raised as soon as the mine is drained. The lode is large, and has a fine gossan on its back for a considerable length, but some 70 to 80 fathoms west of the engine-shaft there is one of the finest gossans that can be seen, and which, I think, can scarcely fail to be productive of great quantities of ore in depth. The 30 fm. level could soon be driven under this ground, which is all left to be taken away by a new company. The extreme west, or Wheal Butson, part of the mine has been remarkably productive of copper, large quantities having been sold, and large amounts realised from this part, but the workings are little more than 40 fathoms below the adit.

The Wheal Kitty great cross-course, which runs through this part of the mine, appears to have had a favourable influence in the production of this ore, which is said to dip east, and may be met with in driving the deeper levels westward from the engine-shaft, which would be much more economical than the expensive mode of working and draining formerly resorted to, and, although it will take some time to drive up the levels, is likely to yield good profits when reached. In the eastern part of the mine lead especially is to be looked for. The lode for 100 fms. east of the engine-shaft was continuously productive at the adit level, and the ground both above and below taken away. In this ground there were some rich bunches of lead, and the stratum in this direction is highly congenial for the production of that ore. There is no level below the adit driven more than 40 fms. east of the engine-shaft, and it may be fairly presumed that in driving up the lower levels profitable ground will be met with. There is a cross-course at the east end of the workings in the adit, or 100 fms. east of the engine-shaft, on the west side of which the lode was good, and is all taken away as deep as could be worked without an engine, but it is not

cut through anywhere, except the adit level driven, although there is every probability that it would be found equally good on the east side. There is a great deal of ground there to be explored. To work the mine effectually there should be a pumping engine of 60 or 70 in. cylinder, and a steam-whim with crusher attached. Considering the productive character of these lodes in the Chiverton Mines to the east, referred to, and also under the course of ore at Wheal Butson, and the prospects for copper at the engine-shaft and under the fine gossan previously mentioned, it is an adventure which holds out no ordinary prospect of success, but there is the strongest probability of a moderate capital judiciously expended being well repaid.

JOHN NANCARROW, Upper Park-Bracket, Camborne.

Captain SAMUEL GEORGE, Mining Engineer, Redruth, Cornwall.
Redruth, Cornwall, 21st July, 1870.—I have carefully inspected, both underground and surface, Wheal Davey, better known as Wheal Burrow and Butson Mine, situated in the manor of Mithian, in the parish of St. Agnes, Cornwall. I find the sett about 550 fms. east and west on the run of the lodes, which are eight in number, and about 400 fms. north and south. In consequence of the mine being full of water to the adit level, I have only been able to survey this part of the mine, and not without some difficulty.

The adit, which is about 25 fms. from surface, and driven on the main lode, find to my surprise east of the engine-shaft the lode all above and below, so far as the water would allow, has been taken away by tributaries since the mine ceased working; I consider a very important feature for the ground below, as the lode is no level below the adit in this direction for upwards of 200 fms. in length. The levels are continued from the engine-shaft at a greater depth, I consider you have every reason to expect profitable ore ground, and in large quantities. At the extreme end of the workings eastward there is a cross-course which has never been cut through; this could be done at once, when I have not a doubt the lode will be found as productive on the other or eastern side as it is proved on the western side.

The engine-shaft is sunk to the 62 fm. level perpendicular. Judging from the stratum of ground in all the other shafts, I think you will find it firm, and in good condition. From information I have gained, which I believe to be correct, the working of the mine was principally confined west of the engine-shaft, or west part of the mine, and the ground which has been opened out at the deep levels has been worked very little indeed, particularly eastward, which I consider the most important part of the property. The machinery which will be required—say, something less than a 60-inch pumping-engine; the engine-house, which is at present standing, must be re-built; the stack or chimney is good. This engine should all until the mines are cleared up to bottom; horse-whims will be sufficient for winding purposes—in fact, all surface work should be limited to what is only required. You must bear in mind at present there is no machinery whatever on the property, but I should say £4000 to £5000 will be fully sufficient to get the mine in full working order, but with this sum it will require care, judgment, economy, and practical experience.

Situated as the mines are in the celebrated Chiverton district, and looking at the stratum of ground, which is quite congenial to lead, copper, and blende, and the amount of work done in the eastern part of the mine since it ceased working, tributaries on their own account, I should say you have every chance of success, and that you are safe in recommending it to your friends. In fact, I know of no better piece of mining ground at present in the county, and provided it was placed in safe hands to manage in this county, I should not hesitate to take an interest in the undertaking myself.

SAMUEL GEORGE, M.E., Redruth.

* NOTE.—See * in the east and west section.

Mr. JOHN CHRISTOPHER, miner and farmer, Mithian, St. Agnes, Cornwall.

WHEAL BURROW AND BUTSON MINES.

St. Agnes, April, 1870.—The following is my report on the above mines.—The mines contain ten or twelve east and west lodes, and two or three cross-courses, the last working a large quantity of copper and blende was raised, but owing to blende bringing only a very low price at that time the mines were abandoned, leaving most excellent prospects for further development. The depth of the Wheal Burrow engine-shaft is 62 fathoms under the adit, or 86 fathoms from surface. At this depth a great improvement took place, both in the character of the stratum and the value of the copper, which fetched £9 10s. 6d. per ton. A large quantity of jack (blende) and copper mixed, which was then only worth from 20s. to 30s. per ton, can now be raised and sold at from £4 to £5 per ton. The lodes in the mine have proved productive from Trowan, two and a half miles to the west to East Chiverton, including West Chiverton, Chiverton Moor, and Chiverton Valley, to the east, a distance of another two and a half miles, making together 12 miles that these lodes have been partially proved and found productive. The already done and available to the new company is worth at least £20,000. The great gossan (or main) lode is from 3 to 10 ft. wide, and has produced from 100 to 200 tons of copper and gold. Under this gossan thousands of tons of copper and blende have been raised and sold—in fact, the lode after the engine ceased working, at and above the adit level upwards of 200 tons of copper and jack, and also of blende, have been raised. The engine-shaft is 150 fathoms, and opened several lodes of great promise, which will be found valuable for a new company to operate on. I would advise a 50 or 60 in. cylinder engine, 10 ft. stroke, and 12 in. pit-wheel clear up the engine shaft, also the Shop, Tonkin's, Williams's, and Davy's shaft. You will then be in receipt of a large quantity of jack mixed with copper at that will pay the monthly cost, and leave a profit. At the eastern part of the mine the stratum is quite altered from a copper-bearing one to that of silver-lead, which is near to Great West Chiverton Silver-lead Mine, which adjoins the lode. In the last working large quantities of precipitated copper were produced by the long down sweep iron and the adit, and left the water pass over it. I would recommend tanks to be fixed at surface, and then let the copper water run from the tanks to the other. The water afterwards would serve for condensing and dressing purposes. In taking the whole bearings belonging to this mine into account, the present shallow depth, the number of lodes left unworked, and the several shafts already sunk to resume the work quickly, the ore already laid out on the mine away after the engine is again erected, the mine drained and cleared, I firmly believe this mine to be one of the surest to be made to pay, if properly developed, now left unworked. To show my confidence in the undertaking, provided a company will work it carefully and legitimately, I shall feel pleasure to take a personal interest in this mine as a shareholder.

J. CHRISTOPHER.

Mr. WILLIAM TIPPET, now a farmer on Wheal Davey estate, who was a

miner, and worked in these mines under the Messrs. Davey

at and above the adit level.

Wheal Davey, near Mithian, St. Agnes, June 4, 1870.—I worked in these mines under Messrs. Davey and Co. for some time at and above the adit level, and worked on the White Jack lode, south of the engine-shaft, lode 2 feet wide, 7 in. of it was solid as a brass pan, but I did not work there until this part of the mine was stopped. The water on this lode was drained 10 fathoms under adit by means of a horse-wheel and pumps. I also worked on the great gossan lode, which was worked at that time, not well mixed with copper. I believe if the engine was erected and the mine drained to the 30 fm. level you could raise from 100 to 200 tons of jack monthly. And when you get to the bottom of the engine-shaft you are to find a good stratum and high-priced copper. The country around the lode is altered for the better during the last 10 fathoms of sinking. If you can get £4 per ton for jack and copper you will have a first-rate mine almost immediately up to the mine drained to the 30 fm. level.

WILLIAM TIPPET.

Mr. PETER HARRIS, Miner and Tributer, Goonbell, St. Agnes, Cornwall.

REPORT ON WHEAL BURROW MINE.

June, 1870.—I worked as a tributer man and also as a tributer in this mine many years. It is about 30 years since the engine ceased working. Since then, I have worked under Messrs. Davey and Co. (the freeholders), above the adit level, and know they returned during that time upwards of 2000 tons of copper ore, blende, and jack (sulphide of zinc or blende). The engine-shaft is sunk to the 62 fm. level, and adit, perpendicular. The lode comes into the shaft at the 50, and as the lode under lay south they had to drive south at the 62 to cut the lode. They then turned, and drove west on the course of the lode a few fathoms, and raised several tons of copper ore, which sold for £9 10s. 6d. or £9 12s. 6d. per ton. At the 50 fm. level, round the engine-shaft at the bottom of the mine, the country improved, but at this time the mine stopped working in consequence of the death of one of the owners. A cross-cut level is driven north from the engine-shaft at the 40 fm. level, and cut the lode; also another at the 30 and 20 fm. levels was raised by that party in the latter levels. In all the other shafts the lode has been cut at the adit level, and at that depth large quantities of copper and blende were raised and sold. No. 1 shaft is the eastern one, and was done long ago; there the country changed, and produced silver-lead; this was done long ago, and the engine worked. No. 2 shaft is to the west of No. 1, and called in the last working the east shaft, which is not deeper than the adit level; there they raised copper and jack. No. 3 shaft is west of No. 2, and formerly called Ladder Road shaft. This is worked east and west, but not deeper than the adit level, and a large quantity of copper and jack has been raised since the engine ceased working. No. 4 shaft is west of No. 3, and called Tonkin's shaft, which is sunk 20 fathoms under adit; very little has been done under adit, but plenty of adit and above adit. No. 5 shaft is west of No. 4, and called Shop shaft, and not much done under it, but a large quantity of ore taken at and above. No. 6 shaft is Quarry shaft, and a large quantity of ore taken at and above. No. 7 shaft is called Quarry shaft, and a large quantity of ore taken at and above. No. 8 shaft is called Quarry shaft, and a large quantity of ore taken at and above. No. 9 shaft is called Quarry shaft, and a large quantity of ore taken at and above. No. 10 shaft is called Quarry shaft, and a large quantity of ore taken at and above. No. 11 shaft is called Quarry shaft, and a large quantity of ore taken at and above. No. 12 shaft is called Quarry shaft, and a large quantity of ore taken at and above. No. 13 shaft is called Quarry shaft, and a large quantity of ore taken at and above. 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Mining Correspondence.

BRITISH MINES.

WEST GOGINAN SILVER-LEAD MINING COMPANY.

The statutory meeting of shareholders was held at the offices, Change-alley, on June 8.—Mr. BILLINGS in the chair.

The CHAIRMAN said the present meeting was convened conformably with the provisions of the Companies Act, under which they were incorporated, which rendered it obligatory on the part of the directors to call the shareholders together within four months of the registration. He need hardly say that during so short a period it had been impracticable to arrive at any result; therefore, the meeting was necessarily somewhat formal in its character. The company started with every prospect of a decided success—he had been to the mine several times, and had examined every detail most carefully, and each inspection he had made only confirmed the favour, which opinion he had formed upon his first visit; in fact, although they were perfectly aware, all mining was more or less speculation, he could not help thinking, taking every circumstance into consideration, that the risks of failure were reduced to a minimum, while the prospect of success was more than ordinarily encouraging. He did not wish to convey the impression that each shareholder was about to make a fortune; but anyone who would take the trouble to visit the property would at once see that there were very great chances that it would prove a mining prize. The directors believed they had sufficient capital in hand and at call to carry out the whole purposes of the mine; and it was their intention to carry out details with vigour and economy. He thought they might confidently put their trust in Capt. Kitto, who was an old friend of his (the Chairman's); his colleagues had entrusted him (the Chairman) with power to control and regulate the expenditure at the mine—therefore, he should keep a sharp look out to see that everything was conducted with real economy and efficiency. Every arrangement was being made most satisfactorily, and he did not suppose that in the whole of the country a mine could be found so externally favourable as West Goginan—generally mines were found three or four miles in the mountains, whence cartage was very expensive; but this mine was actually on the road, and one of the most beautiful spots in the three kingdoms. The mine possessed every natural facility for a speedy and economical development, and was supplied with ample water-power for all purposes, which prevented the costly outlay inseparable from the provision of steam machinery. Supposing they realised the satisfactory results they so confidently anticipated—and, if there was any truth in geology or the history of the earth, they most certainly would—he hoped the next time he had the honour of addressing the shareholders (if not before) each would have good reason to congratulate the other upon being interested in the West Goginan Company. (Hear, hear.) In the meantime, shareholders might be perfectly assured that the continual endeavour would be to ensure success. Everything was in perfect order, and in a few days they would begin operations by the sinking of the shaft; the workings had been cleared out, since which Capt. Kitto states the indications were even more favourable than when he (the Chairman) saw the mine. All he, in conclusion, could say was that Capt. Kitto was prepared to afford any additional information shareholders might desire.

Capt. JOHN KITTO (the manager), in reply to questions from different shareholders, stated that the Chairman had given such an exhaustive description of the mine and the works generally that little, if anything, was left for him (Capt. Kitto) to add. The property was situated in one of the, if not the, best lead mining districts in Cardiganshire; it was close by the Goginan, which had been rich and profitable for a number of years.

Mr. ROSS (Ross and Co.) wished to know if the mine possessed the Goginan lode.—Capt. KITTO believed it did, but it was impossible to say positively, because the lodes were so tortuous, which made the best deposits of ore.

Mr. ROSS asked if there was any similarity of character traceable?—Capt. Kitto said that all the practical men in the locality said it was the same lode—its character was precisely similar, and it existed under the same conditions and in the same "country." Above them there were several other productive mines, and at the back of them the far-famed Darrens and Bronfloyd, rich and profitable mines. Having all these celebrated mines around, and being in the same channel of "country," he saw no reason why West Goginan, upon being developed, should not be equal to either of its neighbours—there was no reason whatever why it should not be so. A cross-cut had been driven something like 100 fms. up to the lode, and 30 fms. towards the north lode; and he believed there were several other lodes, which would be intersected by this deep adit. Then they had the shallow adit, which was a very considerable advantage to them, and to complete it would not cost a considerable expense, and have taken a very long time. He expected to-day the shaft had been cleared for 18 fms. 4 ft.; in a few fathoms they would be able to communicate with the deep adit, which would perfectly ventilate the mine. Eastward three distinct bunches of ore had been met with, upon one of which some very good ore had been found, and the further it was explored the more it improved. When the Chairman saw it it looked very well, but nothing like its real value or indications. The lode was from 4 to 20 ft. wide, and there 5 feet.

Mr. ROSS asked if any steps had been taken to ascertain the value of the ore?—Capt. Kitto said it was worth about 10 tons per fathom.—The CHAIRMAN said there was reason to expect a considerable amount of mineral in the shallow adit.

A SHAREHOLDER asked if it were certain that the lode in the shaft was the same as that in the adit?—Capt. KITTO said there could be no doubt whatever of it—there were richer stones of ore in the shallow adit, but nothing like the same quantity as in the shaft.—The CHAIRMAN had himself tested the value of the lode. The great weight of the stone indicated the existence of mineral in large quantities.

Capt. KITTO, in reply to further questions, stated that he hoped to perfect the ventilation of the mine in two months, from which time they could go on with the development as fast as they chose. They would be able to stoop each way from the shaft.

The CHAIRMAN asked when the shareholders could look for sales of ore?—Capt. KITTO said the sales of ore could be made as soon as dressing machinery was erected; and, as there was ample capital, he should like to open the mine in a vigorous manner, keeping the ends well in advance of the stoops. The cross-cut going north had discovered a cauter lode, which was altogether independent of the No. 2 lode, for which the intersection of the cross-cut was being continued.

The CHAIRMAN asked Capt. Kitto if he agreed with him (the Chairman) as to the probabilities of success he had indicated in his opening remarks?—Capt. KITTO said he did not mean to say the mine was not a speculation, but he did consider the risk in this case was reduced to a minimum—he had no doubt whatever that the lode would improve in depth, and by extending the levels east and west other bunches of ore would be opened up. He thought the day was not far distant when the return would, at least, be equal to meet the development cost.

A SHAREHOLDER wished to know whether the tortuous character of the lode, as explained by their manager, was peculiar to their mines?—Capt. KITTO said it was the character of all the productive lodes in the district.—The CHAIRMAN said he believed they would be able to sink 70 or 80 ft. deeper without machinery.

Mr. SIMMONS asked if the contract for the purchase of mines by the company had been varied?—

The CHAIRMAN said it afforded him very great pleasure to be able to state that the variation in the original contract for the purchase of the mine had more than anything else confirmed his confidence in the great value of the mine. In the prospectus it was stated that 7000*l.* was to be paid for the lease, one-half in cash, and the other half in paid-up shares. Subsequent to the issue of that prospectus the vendors (Messrs. ROSS and Co.), accompanied by their own engineers, thoroughly inspected the mine, and so satisfied were they with the result that they voluntarily came forward and agreed to take 3000*l.* in shares instead of money, so that the only cash payment they had received was 500*l.* If anything could give confidence in a mine it was to know that a firm like ROSS and Co., who understood mining as well as any men in the three kingdoms, had, instead of taking 3000*l.* in cash, taken the mine in shares. It was at least a guarantee they had a good property.

Mr. ROSS said his firm was always prepared to invest their own money in the mines with which they associated themselves. Capt. Nicholas Bray, a confidential adviser to some of the leading members of the Stock Exchange, and Capt. Northey, an authority of great eminence, had inspected West Goginan on behalf of his firm, and the result was seen in the fact mentioned by the Chairman. (Hear, hear.)

Mr. SIMMONS proposed that the best thanks of the shareholders be accorded to the Chairman, whose antecedents were a sufficient guarantee that every detail would be carried out with practical skill and ability, and also to the directors. He was sure the shareholders could not leave their affairs in better hands.

The proposition, being duly seconded, was put and carried unanimously.

The meeting then separated.

GREEN HURTH.—At a meeting of directors held at Newcastle-on-Tyne, on June 7, a dividend of 2*s.* per share was declared on 6400 shares. The agent reported that the mine continued as good as he had ever seen it.

(For continuation of Meetings, see page 556.)

ABERDAUNANT.—H. Francis, June 12: I beg to forward a list of our settings for June month: The level to drive east from Rule's cross-cut from deep adit east, 5*l.* 10*s.* per fathom for the month—lode most promising. Stoeps in south side and back of deep adit east, at 55*s.* per fathom: lode more encouraging than hitherto reported. The stoeps on the north side of No. 2 adit, 25 fathoms east of winze (sinking under same level), at 65*s.* per cubic fathom: a very fine strong lode, full of good ore. The winze under No. 2 adit east, at 11*l.* 11*s.* per fathom. The main ore part of lode, on south side of winze, which we intend shooting into in a few days, and I have very little doubt of favourable results in doing so. The cross-cut north from deep adit level, west from eastern side of the hill, at 8*l.* per fathom; ground hard, but of a good character for ore, spots of which we have to-day met with.

ALLT-Y-CRIB.—J. Clift, June 12: A communication to the winze in the 30 east was holed last week, and it has given this part of the mine a very lively appearance, with plenty of good air, and good ore stooping ground to start on. The stoep west in this level is doing well, and in the stoep in the 20 west a still 9 fathoms in length will have to be put in before any more ore can be taken down. I have no change to report in any other part of the mine, all the levels look as promising as ever, and the work is progressing favourably. The counter, or intersecting lode in the 40 west, shows such strong indications, it may be advisable to drive on it a few fathoms to see what it will do. In the shallow adit, about 20 fathoms from the entrance, an old men's underhand stoep has been cleared up to the depth of 4 fathoms, and a promising lode, with a branch of ore 3 to 4 in. thick, is found at the bottom. From the ground stooped away to grass, and work that has been done, there is reason to suppose a deposit of ore may be found here similar to what was found in the engine shaft. I am only waiting for trucks and favourable weather to remove the crushed ore down, and no time will be lost in sending out samples and making a sale of a good parcel of ore.

ASHETON.—Wm. Johns, Wm. Tipton, June 11: Mawr Shaft: The cutting of ground for the eastern lode in the 30 is completed, and the fixing of the drawing-lift will be proceeded with without delay. We have at this level (the 30) started a cross-cut (towards the south part of the vein): the reaching of this is very important, as there is a fine lode of ore gone down in the level above for a good length, worth in places 4 tons per fathom. The stoeps throughout are yielding fair quantities of ore. We have to-day sampled for the past month (computed) 40 tons of silver-lead.

BEDFORD CONSOLS.—G. Rowe, J. Mitchell, June 12: The Gawton lode, in the bottom of the engine-shaft, sinking below the adit level, continues to look exceedingly kindly, and has an improving appearance; the main, ore-bearing part is about 2 ft. wide, composed of spar, mudstone, capel, peach, and good stones of rich copper ore. We are still pushing on the surface work as fast as possible, and hope to complete the line of rods by the end of this month.

BEDFORD UNITED.—Wm. Phillips, June 13: We are driving by the side of the lode in the 15 west. In this level east the lode is 2½ ft. wide, producing saving work, and is looking more promising. In the 103 east the lode is 3 ft. wide, worth about 3 tons of ore per fathom, and promising for speedy improvement. The 50 east is suspended for the present. The stoep in the bottom of this level is producing 4 tons of ore per fm. The 90 west is yielding 3 tons of ore per fathom. The stoeps in bottom of this level yield on an average 3½ tons of ore per fathom. The rise in the back of this level is worth 3½ tons of ore per fathom. The 75 east is producing some rich stones of ore and floor-spar. We are still sinking by the side of the lode in the winze in the 75 west. Driving by the side of the lode is continued in the 62 east.—South Lode: We are driving at present by the side of the lode in the 47 east, which has been taken down to the level of the 103 east, and is now worth from 2 to 3 tons of ore per fathom, and looking very promising. We are desling the lode in the stoep in back of this level; the lode when last taken down was about 2 ft. wide, chiefly composed of gossan, worth about 2 tons of ore per fathom.

BLAEN CAELAN.—Thomas Kemp, June 12: Settings for June: New Shaft: Owing to the heavy rains of the last fortnight, we are obliged to suspend the sinking for awhile.—Engine Shaft: Six men to drive the 20, east of shaft, at 140*s.* per fathom; the lode here is large, but not so productive for lead as last week, and is disordered by a cross-joint. The lode in the 20, west of shaft, is wider than the level, and as a part of the lode is stalling to the north, I have put the men to cross-cut in that direction, to the level of the 10, and the east of shaft, at 150*s.* per fathom; lode worth about 2½ cwt. of ore per fathom. Four men to stoep the lode over the back of this level, at 70*s.* per fathom: lode worth 20 cwt. of ore per fathom. Eight men to stoep the lode over the adit level, and to the east of shaft, at 70*s.* per fathom; lode worth 25 cwt. of ore per fathom. Six men to stoep the lode further east, and over this same level, at 45*s.* per fathom; lode worth 25 cwt. of ore per fathom.

BLUE HILLS.—S. Bennetts, A. Gripe, June 8: The lode in the 66, east of Letcher's shaft, has slightly improved: it is 2 ft. wide, and producing some good stones of tin ore. At Wheel Joy shaft, the lode is worth 50*s.* per fathom; the tin ground is apparently dipping east, as the eastern end of the shaft is now made better than the western end. The stoeps in bottom of the 10 east is worth 15*s.* per fathom. In the south part of the mine a lode has just been discovered at the surface, from 1 to 1½ ft. wide, underlying north, and containing both tin and copper. From its position and general characteristics, there is no doubt of its being the Wheel Kitty lode. An adit is being driven on the course of this lode. The tribute pitches continue much as heretofore.

BOG.—Wm. T. Harris, J. Lean, June 12: Engine-Shaft: During the past week our progress has been somewhat retarded in consequence of the crack or rent occurring in the H-piece of the 100 plunger; we immediately proceeded to repair it, and am happy to say our temporary patch answers well; in the meantime we ordered a new one, which we expect on the mine in a day or two. The water is again in fork, and the clearing and securing of the shaft below the 100 resumed, and we shall have in readiness another pump on Friday next. In the 100 we have cleared several fathoms, and continue to discover ground that will pay for working on tribute. The lode in the 70, driving east, yields a little lead and blende; the lode in the winze sinking in the bottom of this level is producing good saving work for blende; there is yet 2 fms. to sink to communicate, which will enable more pitches to be taken.—Buntin's Shaft: The lode in the 50, driving east, is 1½ ft. wide, producing a good mixture of ore and blende. The pitches throughout the mine are yielding fair quantities of ore and blende. To-day we have sampled 25 tons of lead ore, to be sold on the 20th inst.

BRONFLOYD.—John Davis, June 12: There is no change to report in any part of the mine since my setting report of last week.

BRYNAMBOR.—G. Spargo, June 12: In consequence of the disordered state of the lode in the 22 east it has become unproductive, inasmuch that I advise the suspending of operations in this level, believing that we have driven through the lead-producing ground, and the men now employed in sinking a winze in the bottom of the 12 to meet the rise already commenced in the back of roof of the 22; this will lay open the ground for stooping at a much cheaper rate, as well as ventilate the bottom of the mine. The lode in the rise in the back of the 22 is worth at present from 4 to 6 cwt. of lead ore per fathom from the north part only; so little being done that the south part is still standing, and from which some good stones of ore was broken in the driving of the level. The principal operations now to be carried on is the sinking of the engine-shaft to the 32 fm. level, also to communicate the rise to the 12, so as to render good ventilation in sinking. All other parts of the mine are without alteration. We had a breakage in the bottom lift on Monday, which is repaired, and again working well.

BUDNICK CONSOLS.—J. Rawlings, June 10: Driving east at footway shaft, in the 15 fm. level, the lode is spare for driving, composed of spar and capel, and has a kindly appearance for tin. The stoep in the back of the same level is worth 7*l.* per fathom for tin. The winze below the same level is holed to the old workings; the lode going east is small at present—a small cross-course has disordered it for a time. We ought to drive a few fathoms here, to prove whether tin has gone down in the bottom. There is no change at Peter's shaft west, nor at engine-shaft, in the 23 fm. level west. The tribute department remains the same as for some time past.

BWADRAIN.—Robert Northey, June 2: Since my last report we have been cutting further north through the lode in the 55, or bottom level west, and I am happy to say that the lode so far as cut through is worth 25 cwt. of lead ore per fathom; and from present appearances, judging by a stoep now started behind that end, we have fully 4 ft. more of the lode to get to its north wall. The appearances of the lode at the points named are more encouraging for productiveness at greater depth than anything I have hitherto seen in the mine. In the 55, driving east on the south side of the lode, the lode is 3 ft. wide, and opening out to stooping ground. In the 35, driving east, the lode is about 3 ft. wide, composed of killas, quartz, sulphur, and spots of lead ore, but as yet rather soft for ore in paying quantities; the stratum, however, which is showing on the leading or footwall is equal to anything we have in the most productive parts of the mine. The stoeps throughout the mine vary in produce from 18 to 15 cwt. of lead ore per fathom. Since the last report we have sampled 30 tons of lead ore, which has been sold at 13*l.* 9*s.* per ton, being the highest price ever realised for any ore from this mine.

BWLICH CONSOLS.—R. Northey, June 10: The lode in the 24 west, composed of killas, quartz, and lead ore. The lode in the 70 is 3 ft. wide, carrying a strong mixture of lead ore. The stoep in the back of the 70 is worth 14 cwt. of lead ore per fathom. The lode in the 60 fathom level is 3 feet wide, and worth 12 cwt. of lead ore per fathom. The stoeps in the back of the 60 fathom level are worth 16 cwt. of lead ore per fathom. The stoeps in the back of the 50 are worth 18 cwt. of lead ore per fathom. The stoeps in the back of the 40 fathom level are worth 18 cwt. of lead ore per fathom.—North Lode: The lode in the 40 fm. level is 2 feet wide, chiefly composed of killas, quartz, and blende. All other points of operations are without change since my last. All the machinery works well.

CALDECK FIELDS.—R. Hawke, R. Trevanion, T. Lamb, June 11: The south lode in the 50, at Crown Point, is 3½ ft. wide, which is composed of quartz and coloured ores, worth for the latter 3½ cwt. per fathom. This lode east in the 70, at Crown Point, is 4 ft. wide, composed of gossan and quartz, with a yield of coloured ores 16 cwt. per fathom. Although the directors wished, with us, that operations be resumed in the deep adit east, on the south lode, we regret nothing has been done at this point for want of men. We may set down the yield of ore in the two tribute pitches in the back and bottom of the 50, on the south lode, at Crown Point, to average 10 cwt. per fathom. The pitch in the back of the 70 fm. level, in this part of the mine, is worth for coloured ores 18 cwt. per fathom. The lode in the 10, at junction shaft, to the west of Moffat's winze, is 3 ft. wide, composed of quartz, lead, copper, and blende, worth 7 cwt. per fathom. We have resumed the driving south-east in the 10, at junction shaft: the end therefrom, on the south lode, is 5½ ft. wide, composed of an admixture of lead, yellow and horse-shoe copper, and green oxides, worth about 5 cwt. per fathom. We are also anxious to prosecute at the junction shaft the 20 east and west on the north lode, and the end south-east on the counter, which is leading to the junction with the south lode. We continue the cross-cut north in the deep adit, by junction shaft, to the counter and parallel lodes. The tribute pitches in operation in the western part of the mine, the deep adit, the 50 west, 70, 60, 40, and 30 fm. levels respectively—continue to yield on an average about the usual quantity of ore. We sampled and weighed off for the month of May lead and copper ores, 101 tons 17 cwt.

CAPE CORNWALL.—R. Pryor, John Davey, June 11: There is no change to notice since our last report, with the exception of an increase of water in the 100 fm. level cross-cut north of the engine-shaft.

CAPPAGH.—W. Thomas, June 10: The men are squaring down the skip-shaft, forking, &c., as fast as possible, and by the end of the week I expect we shall be 3 ft. below the 115 fm. level; the lode is producing splendid ore, but we shall not ascertain its full value until we cut the plat and open the ends east and west at the 115 fathom level. Buckley's winze, sinking under the 104, west of skip-shaft, and all the stoeps, are producing rich ore. I am in treaty for a vessel to ship our ore, and bring back a return cargo of coals.

CARDIGANSHIRE OLD BOG.—James Overton, June 12: We are sinking No. 1 shaft as fast as the nature of the ground and deluging rains have allowed. The ore continues to look well at the bottom for a further improvement. The wheel-pit foundations we are progressing with. I have notice from the railway company that the arrival at Aberystwyth of portions of the 11 t of trees, which shall be on the set as soon as possible. Next week, we hope, the steamer will bring the remainder of the water-wheel, crusher, winding and pumping apparatus to Aberystwyth, and I will lose no time in informing you of their arrival.

CATHEDRAL.—J. Michell, June 13: We are not yet in fork, neither are we very far from it. In five or six days more, should our progress continue, all will be right; and taking into consideration the demand for copper, together with the great rise in price, our prospects in this mine are exceedingly good.

CENRAL VAN.—J. P. Roach, June 11: The engine-shaft is being sunk with regularity, and good progress making; with the aid of the engine I think a fathom per week at least should be sunk hence forward. The ground in Llewellyn's cross-cut is still favourable for driving through, and if there were a lode found in the Van wheel-pit as alleged, it is still before the forebreast, and must be intersected in a short time; several people say they saw the lode, and it contained spots of ore. The lode already intersected some few fathoms from the entrance of the cross-cut, north-east direction or thereabouts, is about 2 feet wide, with an easy dip southerly, and is of a most promising character, and contains a little sulphur, spots of copper and lead; this point it has only a few feet of roof on it. In driving east on its course it would soon get into deep ground, and I believe, be found productive for lead ore.

CRENVER AND WHEAL ABRAHAM UNITED.—Wm. Kitto, W. J. Paul, June 10: There is no change to report in any of our tubwork operations, except in driving the 220 fathom level west, of Pelly's engine-shaft; the part of the lode carrying is 5 feet wide, and worth 20*l.* per fathom for tin and copper ore; we shall ascertain the size of the lode against our next setting-day. In driving the 55 fm. level cross-cut, south from Willyam's engine-shaft, we have cut the lode at Yeate's shaft, and have drained the water to this point, and shall at once begin to clear the shaft below the 70 fm. level, so as to make it available for drawing. Our sale of copper ore on Thursday last realised 122*l.* 13*s.* 6*d.*

CWMYSTWITH.—June 8: The cross-cut north in the 15 fm. level, east of Kingside shaft, is still producing saving work; the ground is hard for driving. In the Day level west, on the Kingside lode, the lode is 2 ft. wide, composed of spar and lead ore, worth 7 cwt. per fathom. In the winze in the bottom of the Day level, on the north lode, the water is very quick, consequently our progress is slow; but the lode continues to look well—about 3 ft. wide, and worth fully 2 tons of lead ore per fathom. In Alderson's level east, on the Kingside lode, the ground is still hard, and lode poor. We have no operation worthy of remark in either of our stoeps or tribute pitches since our monthly report. All our machinery is in good working order. We are getting on as fast as possible with the dressing, and have to-day sampled 25 tons of lead ore.

DEERPARK.—J. Bucknell, June 13: The depth of engine-shaft from surface 18 fms. 3 ft.; the ground continues of the same nature, clay-slate. The deep adit is driven west on the course of the lode from cross-cut 2 fms. 3 ft.; the lode holds good, and is from 7 to 8 ft. wide. In the rise no lode has been taken down since our last report. In No. 5 adit we are constantly meeting with small cross-courses of a promising nature, but we have not cut the lead or counter lode cut, hoping to do so shortly, as we anticipate an improvement. In the wheel-pit the men have nearly completed their contract, and the masons will commence to wall it up in a day or so. We are pushing on our surface work as fast as possible. At present employed underground 28 men; at surface 2 carpenters, 2 sawyers, 2 smiths, and 9 labourers: total, 43.

DENBIGHSHIRE CONSOLS.—June 12: The engineers have completed their contract, and I am pleased to say, all other works are proceeding rapidly.

DOLWEN CONSOLS.—D. Evans, June 12: We have had a great improvement in the lode in the western main adit since my last report. On Friday the men cut a very valuable lode in the lead ore, which improves as we open on it: the lode is about 1 foot 10 in. wide, and is worth 1 ton of lead ore per fathom, and has a very kindly and promising appearance; the end is letting out a large stream of water, and this I consider a good sign for ore. The adit is extended 23 fathoms to the east of Tygwyn boundary, making its length from our new shaft 61 fms. In the eastern main adit the men are making good progress, but there is no change in the lode since my last.

EAST BOSCASWELL.—Wm. Eddy, June 12: The following is our setting for June.—The stoeps in the back of the 12, east of engine shaft, to two men, at 50*s.* per fathom, the month. The stoep in the back of the 25, west of the engine-shaft, to three men, at 3*l.* per fathom, the month. The stoeps in the back of the 40, west of engine-shaft, to two men, at 50*s.* per fathom, the month. A bargain to open on the lode 6 ft. in the 50 cross-cut, east of engine-shaft, to two men, at 6*l.*; we intend driving on this lode east towards the great lode at surface. A bargain to complete cutting tip-plat in the 40, to three men, at 12*l.*. A bargain to cut tip-plat in the 70, to three men, at 13*l.* 10*s.* We have also employed seven men and one boy in the skip-shaft, three men and one boy in the engine-shaft, two men clearing levels, pit and timber man, three carpenters, two sawyers, two smiths, two engine-men, two men opening on the new lode at surface, and eight men and one boy at sundry work. The engineers have commenced to put in the winze-engine, and the masons are building the boiler-house.

EAST CWM YRON.—J. Kitto, June 11: We have not been able to do much towards the sinking of the engine-shaft for the last fortnight on account of being short of surface water for driving the pumping-wheel, consequently I have no change to report in the character of the lode, but the late rains have increased the supply, and we are now again in full operation. We have not taken down any of the lode in the 24, east of the shaft, since my last report on account of its being so very wet, and it would not be practicable to attempt to do so until it is further drained. We have picked into the lode in places, and find it to contain good lead, and as soon as the water is sufficiently low I will have it taken down, and advise you of the result, which I anticipate will be satisfactory. The lode in the adit level is very kindly indeed, and contains a large quantity of sulphur, with a little lead and blende; I expect a further improvement here as we get nearer the cauter lode, which is only a few fathoms in advance.

EAST DARREN.—June 11: Taylor's Shaft: In the 116 east the lode is from 3 to 4 ft. wide, chiefly composed of a dark clay-slate, beds of grit, carbonate of lime, and improved for lead ore, now yielding of the latter from 12 to 15 cwt. per fathom, and looking promising for further improvement. In the 104 east the present end is still in a disordered piece of ground, unproductive for mineral. In the 92 east the lode is communicated to the level west of Skinner's shaft, which has ventilated the whole mine. The men of this end are now engaged in clearing stuff and laying down railroad into Skinner's shaft. At Skinner's shaft, at the 92, the men are engaged in cutting plat and putting in penthouse, &c., preparatory to sinking under the 92, which will be completed at the end of the week. In the cross-cut north of new engine-shaft at the 60, at Blaenwern, the ground is not so favourable for progress, being composed of a clay-slate and beds of grit. This point is being pushed forward with all speed, in order to intersect the lode. In the 40, east of new engine-shaft, there is no change to report since last reported on. In the cross-cut north of new engine-shaft, the lode is chiefly composed of a light clay-slate, and small strings of carbonate of lime occasionally. The tribute pitches throughout the mine continue to yield fair quantities of ore. Our machinery is in pretty good order, and drawing and dressing progressing regularly towards preparing ore for next sampling.

EAST LLANGYNOG.—E. Pascoe, June 11: I herewith enclose a short report, and am glad to say that the mine continues to look well. In this large mine, extending over nearly four miles in length and two miles in width, there are several points of interest not yet operated upon, but worthy of attention. The lode in No. 1 level is exceedingly promising, composed of gossan, sulphur, and carbonate of lime. The stoep in the back of the 12, west of the lode, is worth 45*s.* per fathom. No. 2 level, west of winze, is worth for lead about 40*s.* per fathom. The stoep over the back of this level is worth for lead about 20*s.* per fathom. The lode west of winze is composed of clay-slate and flocon, in which we find solid lumps of lead, with every prospect of its opening out well. No. 3, west of winze, is worth for lead about 26*s.* per fm. In the lode to the east of the winze at this point we had a run of ore for 20 fathoms in the footwall about 18 in. solid lead. The end is not so good just now for lead, but there is every indication of its opening out well again shortly. I have set four men to cut through this lode, but have not yet reached the hanging wall; the position of the lode cut through is worth about 20*s.* per cubic fathom. We are driving a cross-cut in No. 4, on the south lode, under the course of ore in the level above it is a splendid lode. Of course, we have not done much in driving yet, but I shall be able to say more about it in a few days; the present end is worth about 20*s.* per fathom. In driving west, on the middle lode in No. 4, the lode is composed of blende, sulphur, and a little lead; I am expecting a further improvement in this end every day. The end driving west in No. 4, on the north lode, is very kindly, producing good stones of saving work. I have set a stoep to-day east of the winze, to four men, worth for lead about 160*s.* per fathom.

EAST RHYDALG.—James Dunkin, June 12: Friday last being our pay and settling day everything passed off very satisfactorily, and the following bargains were relet, viz.:—The 15 fm. level to drive east on Rhydalalg engine lode to four men, at 7*l.* per fathom. Lode 3 ft. wide, of a very promising character, mixed with lead ore and solid ribs of head of small size. The deep level on the new south lode to two men at 4*l.* per fathom; lode 3 ft. wide, composed of spar, clay-slate, and producing good stones of lead and blende, a very fine-looking lode. The deep level on new lode to four men, at 6*l.* 10*s.* per fathom; lode 4 ft. wide, a good-looking lode, mixed with lead ore.

EAST VAN.—William Williams, June 12: The engine-shaft is down 18 fathoms below the adit level. I am glad to inform you that the ground in which we are now sinking is much more settled than it has been, and we are meeting occasionally with some strings or fliers from the lode containing spar and good spots of lead ore. I hope to be deep enough in two months hence to start crossing into the lode. The cross-cut in the end of the adit level (which is 60 fathoms west of shaft) has been driven 8 fms. 5 ft. Although we have had spots of lead in this cross-cut occasionally, we have cut nothing as yet sufficient to value, but good indications for deeper levels. The ventilation getting far in this end, I have set it to six men to effect communication to surface by rising as far as the present ventilation will allow, and sinking the remainder at 140*s.* per fathom.

EAST WHEAL GRENVILLE.—E. Hosking, W. Bennetts, June 8: The stoep below the 75 is worth 3 tons of copper ore per fathom. The lode in the 75 east is 3 ft. wide, worth 1½ tons copper ore per fathom, and producing good work for tin. The stoep in the back of this level is worth 2 to 2½ tons copper ore per fathom. The 65 and 55 continue as last reported.

E. Hosking, W. Bennetts, June 12: The stoep below the 75 is worth 3 tons of copper ore per fathom. The lode in the 75 east is 3 ft. wide, and worth 1½ tons of copper ore per fathom, and producing some good work for tin. The lode in the copper level above this level is 2 ft. wide, and worth 2 to 2½ tons of copper ore per fm. The 65 east is worth 9*l.* per fathom for copper and tin. The 55 is improved, and is now worth 1 ton of copper ore per fathom.

EAST WHEAL LOVELL.—R. Quentrell, June 12: The lode in the 80 west has improved since last week; it is now 2 ft. wide, worth 40*s.* per fathom. The winze below the 80 west is also improving.

EXCELSIOR.—G. Rickard, June 13: We are still cross-cutting the Holmshush lode at the bottom of new shaft, and have passed through a small horse of granite, about 2 ft. wide. From all appearances to-day we have reached the same part that the ancients worked so extensively upon. I shall not be able to say anything regarding its size or value for a few days, but have every reason to believe it will be found quite as productive as the south part already sunk through and proved to be worth in places over 50*s.* per fathom. We are making good progress with the driving of the adit level cross-cut towards this lode with every reason of finding it very valuable for tin when intersected.

FEDWY.—J. Paul, June 10: The engine shaft is being sunk as fast as possible below the 45, and we hope to complete it to the 60 by the end of August; at that depth we expect to have the north wall of the lode in the shaft, or that there will be only a fathom or so to cross-cut to it. The 48 has been driven south from the shaft and through the lode, which is large, but without any mineral to value in cross-cutting it. We have suspended operations at this point until the 60 is reached, and the lode cut through at that depth. The 35, east and west of shaft, are also suspended till the lode is proved at deeper levels. The 30 west is being driven by



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is in fork we expect to meet with profitable tin ground. The building of the engaged house has been much retarded, owing to the rains. The carpenters are engaged erecting horse-whim. All other work has been urged on as fast as weather permits. All the stamps engine is delivered on the mine, and part of the pump-engine.

WHEAL BULLER.—**E. Jax,** Inch, Chas. Thomas, June 12: We have nothing new setting day we will give our report of Wednesday last. Friday next being the mine to report on a full report.

WHEAL FRIENDSHIP.—**Lode:** Bennett's Lode : At the 150 fm. level driving west of Whithorn's cross-cut the lode is 2 ft. wide, unproductive. No change to notice in either of the stopes.

WHEAL GRENVILLE.—**E. Hosking, W. Bennetts, June 8:** The 140 cross-cut continues without change. The lode in the north shaft, below the 110, is 2 ft. wide, 15% per fathom. The stope in the bottom of the 100 east is worth 30¢ per fathom. The winze below this level is worth 79¢ per fathom. The lode in the 80 east is 2 ft. wide, and worth 10¢ per fathom. The lode in the 80 east is 2 ft. wide, and worth 10¢ per fathom. The lode in the 66 east is 2 ft. wide, and worth 10¢ per fathom. The stopes on the dropper are looking just as usual.

E. Hosking, W. Bennetts, June 13: The 140 cross-cut north is being driven miners when we cut the lode as for some time past, and is producing strong tin, operations. There is nothing new to mention in reference to our other

WHEAL KITTY (St. Agnes).—**Stephen Dacey, John Williams, June 8:** New level as fast as the nature of the ground will admit. No lode has been taken down -ent hard and spare for driving. In the 118 fm. level, driving west of shaft, the lode is worth for tin 13¢ per fathom. In the 118 fm. level, driving west of shaft, the lode is worth for tin 12¢ per fathom. In the 94 fm. level, driving west of shaft, the lode is worth for tin 14¢ per fathom. In the 82 fm. level, driving west of shaft, the lode is worth for tin 14¢ per fathom. The lode in the tie in the back of the 34 fm. level, east of shaft, is worth for tin 14¢ per fathom. Old Lode : In the 90 fm. level, driving east of engine-shaft, much the same as when last reported on, and worth end, which we find to be about 30 fms.; the lode in the end is 1 ft. wide, with blende, and spots of copper, &c., intermixed. We have commenced driving, kindly appreciate it.

WHEAL LUCY.—**W. Harris, June 12:** The lode in the middle shaft is 4 ft. wide, and well-defined, and yielding good tinstuff. The lode in the end, east of east shaft, one in about a month, and then we shall resume a shaft for ventilation, which will be the stope in the back on carbons is still yielding good work for tin. There is no change in either of the cross-cuts at the 10 fm. level, nor in any other point of operation. The stamps are working well, and we are getting on with the dressing-floors as fast as possible.

WHEAL LUCKY.—**J. Nancarrow, June 15:** The lode at the east shaft is large, and yields tin just the same as last reported. The stope on the Carbons yields air quality tinstuff. The cross-cut in the end is hard, and have not yet let down my water. The stamps and all other machinery are working well.

WHEAL MARY.—**Thos. Parkyn, June 12:** Middle Lode : Since my last report I have put the men to cross-cut further south, and we are now in the lode 7 ft., and not through it yet. We have taken out very fine rocks of tin indeed, and the men have sent up the best work I have ever seen in the mine. This is the best of tin per ton in adjoining mine, St. Dennis Consols, in which one man raised it, and we have sunk other in a china clay pit. Our shaft is not far from this clay in the east shaft we have found a lode that will fall into the middle lode a few fathoms deeper. Sinking this is an important point. The engine and stamps are arranged that they will be near to the great south lode, and also the middle lode. I shall lay down an incline tramway from the stamps to the bottom of the shaft, say, about 60 ft. deep. Here you have the Plessy lode laid open from top to foot, wide, which can be sent into the stamps for a few pence per ton, and there is 2 lbs. of tin to the ton. These 1000 tons are ready to be put into the stamps the moment they are set to work. You have also the great south lode and the middle lode laid open equally as rich for tin, so that the supply of rich tinstuff will be ample refuse to go off, so that the tin will be dressed very cheaply. The engine and stamps laid open, with its facilities for working, this mine cannot fail to yield very large profits to the shareholders. The mine is opening exceedingly well.

WHEAL MARY.—**J. Richards, June 12:** The new shaft on the main lode is now 2 ft. wide, producing a little tin. The lode in the bottom of shaft is large, about to a profitable lode at no great distance. It is present rate of sinking we shall communicate with the level below and ventilate that part of the workings.

WHEAL UNY.—**Wm. Rich, Matthew Rogers, Saml. Conde, June 8:** We sent in a couple of pumps additional yesterday. These, when in fork, will take us easily to the back of the 100. We have not yet got below the old run, consequently we have no firm ground to fix the pumps to. The men at Hind's are cutting 60 east is worth 10¢ per ton in them. The 80 end east is worth 15¢ per fathom. The 45 and 30 cross-cuts. We do not yet have anything of importance intersected by a boiler at the stamping-engine, but before we had finished it No. 2 sprung a considerable repairs.

VILLOUGHBY.—**H. Nottingham, June 12:** Everything is going on at surface as all possible speed. We have been somewhat hindered this week with wet weather, but if it has hindered us it has also helped us by stocking our reservoirs with sides of the pit, and we have the lift dropped in the shaft, waiting to be conducted, so that I expect we shall be ready to start the wheel by the end of next week. The painters are now engaged painting the wheel, &c. We shall endeavour to have the tramway well up to the dressing-floors, and we have the ground up and level for the floors around the grate, with the necessary water-trunks down, and the other hands I have to spare on the surface are engaged levelling banks of the reservoirs, where they have settled down since being made.

**WATSON BROTHERS,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.**

ATURDAY.—Market very quiet, and prices nominal. Carn Brea, 165 to 170; East Basset, 32½ to 35; Gawton, 6 to 6¼; Hington Down, 6¼ to 6½; Rosewarne, 9 to 9½; West Rosewarne, 7½ to 8; Prince of Wales, 15s. 6d.; South Cornwall, 6s. to 7; Van Consols, 4½ to 5½; West Lucy, 2½ to 3; Wheal Buller, 37 to 39; Wheal Grenville, 9 to 9½; Emma, 25 to 26; Monte Carlo, 6 to 6½; Utah, 4¾ to 5.

SUNDAY.—With the exception of a demand for Hington Down and West Tanle market very dull. Hington Down, 7 to 7½; West Tankerville, 2½ to 3; New Rosewarne, 9 to 9½; Parys Mountain, 2¼ to 3¼; Pennerley, 3½ to 3¾; Tincroft, 47 to 49; Great Lucy, 15 to 16; Providence, 31 to 33; South Cornwall, 6 to 6½; Tolgus, 70 to 72½; Wheal Crebor, 20s. to 22s. 6d.; Eberhardt Yudanamutana, 2 to 2½.

TUESDAY.—Market depressed. Prices in most cases nominal. Carn Brea, 165 to 170; Hington Down, 7 to 7½; East Lovell, 15 to 16; Marke Valley, 3½ to 3¾; Tankerville, 15½ to 16; New Rosewarne, 8½ to 9½; Wheal Grenville, 9 to 9½; Emma, 21 to 23; Pacific, 2½ to 3¼.

WEDNESDAY.—Market continues depressed, and with the exception of a demand for West Tankerville, all other shares flatter. West Tankerville, 2¼ to 3¼; Cook's, 9½ to 10; Hington Down, 7½ to 7¾; Great Lucy, 15 to 16; Great Wheal Antenna, 2¼ to 3¼; Tankerville, 15 to 16; New Rosewarne, 8 to 8½; Parys to 12; West Tolgus, 70 to 75; Tincroft, 65 to 67; West Chiverton, 12s. 10d. to 13s. 6d.; San Pedro, 5½ to 6½; Utah, 4¾ to 5½.

THURSDAY.—Market still continues very dull, and attended with very little alteration in prices.

FRIDAY.—The chief demand has been for New Rosewarne, Parys Mountain, North Lucy, and South Roman Gravels. Shares in high-price tin mines, such as New Rosewarne, 8½ to 9½; Parys Mountain, 2¼ to 2½; Great North Hington Down, 7½ to 8; Roman Gravels, 17½ to 17¾; Carn Brea, 165 to 170; Tolgus, 70 to 75; Tincroft, 65 to 67; West Chiverton, 12s. 10d. to 13s. 6d.; San Pedro, 5½ to 6½; Utah, 4¾ to 5½.

CARN BREAS.—At the meeting, last week (Captain Teague in the chair), the accounts showed the total expenditure for the three months 10,272£, £1,000 being labour cost, 5727£, and merchants' bills, 3767£. The receipts amounted to 10,272£, and after deducting the cost there was a profit on the working of 3660£. Added to a balance from the last account of 5405£, left for dividend 9065£. Merchants' bills at the last account amounted to 2512£, against 3767£, now—£1,255. The accounts were passed, and a dividend of 4½ per share announced. Captain Teague, in returning thanks, said he believed the policy they had pursued reached the climax. As Mr. Hington had gone on increasing, and he supposed it done both above and underground, and there was, he believed, a great deal of work had been done on which so much had been spent in renovating the surface, no mine in the Corn Brea were at one time a bye-word—a disgrace. The dressing-plant had been almost finished since last meeting, and he was glad to say all that had been done was paid for. A good deal, however, remained to be done. The calorificity, being much superior to the old ones. At the last meeting some adventures they had done so well with the mine when the water was in, what could do when the water was out? Seriously, the water had given them some trouble, but they had now got rid of it, and the levels were dry.

Neville Burnard, the Cornish sculptor, has been commissioned Corporation of Truro to execute a bust of the Prince of Wales, in commemoration of his illness.

GLOWAY'S PILLS.—The business of life of late years has become more exacting and contentious than without good health success is impossible. Epidemics, both infectious and contagious through negligence, cause fearful diseases. The alarming increase of deaths from fever and diarrhoea should be a warning to everyone to subdue at once any irregular tendency towards disease. Gloway's pills should now be in every household, to rectify all liver disorders, to remedy weakness, and to overcome impaired general health. Nothing simpler than the instructions for taking this corrective medicine, nothing less efficient than its cleansing powers, nothing more harmless than its vegetable ingredients.

TANKERVILLE.—The annual general meeting was held at the mine on Tuesday, when the reports of the directors and the local manager were even more than satisfactory. The former state that the amount of profit divided among the shareholders in the past year has been 14,400*l.*, against 8400*l.* in the previous year. They add, that should the present price of ore be maintained, and the returns from the mine prove as anticipated, they feel confident of being able to report at next annual meeting a progressive division of profits at least as satisfactory. Since the accounts were closed another dividend, of 3600*l.*, has been paid, and the Chairman stated that he estimated the profit for the present month at 2000*l.* In three months they expect to be winding from the 120, in the new shaft, after which not only may increased returns from the large lode now being worked be looked for, but, in addition, from the other lode which can then be operated on. Captain Waters reports that the part of the lode they are sinking on in the shaft (now 8 fathoms below the 120) is worth 280*l.* per fathom, the 120 east 100*l.* per fathom, the 120 west 140*l.* per fathom, the slope in the back of the 120 east 100*l.* per fathom, in the back of 110 east 60*l.* per fathom, No. 2 slope, in the same level, east of the winze, 100*l.* per fathom, in the back of the 100 east 100*l.* per fathom, and the end of the ground west of the shaft, and unworked from the 72 down to the 110 fm. level (whole ground), is valued at 70*l.* per fathom, and this valuable ground will be available for stowing when the new shaft is down, and the facilities for winding increased. The total value of the above points is 9500*l.* per fathom. It was stated at the meeting that though the returns had increased the reserves were also considerably larger than they were a year ago. It may truly be said that this is a mine of extraordinary richness, and which will gradually become a concern of even still greater magnitude. Indeed, the capabilities of the property are pronounced to be only in their infancy.

ROOKHOPE.—The directors of this company (the same as Tankerville) visited these mines on the 7th inst., and carefully examined them both underground and at surface, when their opinions of the great value of the property were fully confirmed. The preparatory works are being pushed on for opening the mines on a large scale, which the capital in hand is considered ample for doing, and already the sinking of the shaft and the driving of the middle and lower levels at No. 1 mine are commenced. In these levels a very rich course of ore has been opened for 190 fms. long, and still good in the ends; while in a short time a deeper level will be driving under this ore ground, and, from the appearances of the lode in the bottom of the lower level, it is expected to be found even richer than above. Preparations are also in progress for working No. 2 mine. We stated in a former Journal that the company had already sold 70 tons of lead ore, and we believe that not only is a further quantity dressed ready for sale, but that at least 100 tons more are broken in the levels, though at present the chief object is to complete the arrangements for opening out the mines rapidly. Considering that the company has had possession of the property scarcely two months, the state of affairs being under the same energetic board of directors and London manager as the Tankerville, we may confidently look for similar results, more particularly as Capt. Waters has reported on Rookhope with equal confidence to what he did on the highly successful concern with which he is connected, and on Roman Gravels and Van.

GREAT NORTH LAXEY.—This will be one of the next great prizes in mining. The 110 north is gradually improving, being now worth 1 ton per fathom, and the lode in the shaft sinking below this level is 8 ft. wide, worth 1½ ton of lead ore per fathom. The 38 south, on new lode, is worth about 1½ ton per fathom. The winze below the 96 is worth 1 ton per fathom, and the slopes in the roof of this and the 73 are each worth 1 ton per fathom.

MOSSDALE LEAD MINE.—This valuable mineral grant is situated in Wharfedale, near the town of Grassington, in the West Riding of Yorkshire. The extent of the property is about 300 acres, and it embraces all the best known veins which run through the Conistone royalty. The mine has been worked for some time at considerable profit. The balance-sheet, made up to the date of the launching of the present company, shows the produce of lead ore from May 31, 1870, to be 2553*l.*, 15s. 7d., and the total cost, including royalty, 1832*l.*, 19s. 3d., leaving a net profit for a period of 20½ months of 720*l.*, 10s. 4d., equal to 41 per cent. per annum on the outlay. Since then another sale of ore, at the rate of 19*l.* 3s. 6d. per ton, has been made, realising, after deducting the royalty, 250*l.*, 2s., at the cost of 18*l.* 7s. 11d., leaving a net profit of 89*l.*, 1s. 1d. The company enters into possession on the 10th of next month, when it is anticipated that the additional capital to be expended will increase the profits to between 3500*l.* and 4000*l.* a year. There can be little doubt about the value of this property, which now for two years has in private hands, with very inadequate capital, produced such highly favourable results. The adjoining mine, belonging to the Duke of Devonshire, made in one year a clear profit of 70,000*l.*

BURROW AND BUTSON.—The shares are being freely applied for, and have already been dealt in at 5s. per share premium, with a fair prospect of going higher. Besides the proximity to London (being within a day's journey), and the certainty of valuable ores being raised at a considerable profit as soon as the water is drawn from the mines, this undertaking has the further unusual recommendation of the vendor having agreed to accept only 3000*l.* in cash if all the shares are taken up, which will scarcely cover the cost out of pocket for advertising and other preliminary expenses, while the whole of the balance of the moderate purchase money is entirely depending on the returns from the mines. In Burrow and Butson an amount of work in shafts at 1 level fully worth 30,000*l.* to the new company, and a saving of at least five years in time, will be acquired for less than half their actual cost in cash, as is proved by detailed measurements and calculations which are produced at the office of the company. According to the latest information, there is no doubt that the pumping engine, as yet set going in less than three months from the day of purchase, from which time the raising and private hands, with very inadequate capital, produced such highly favourable results. The adjoining mine, belonging to the Duke of Devonshire, made in one year a clear profit of 70,000*l.*

VAN CONSOLS.—It will be seen by the manager's report that every effort is being made to communicate Little's and Gundry's shafts. The works are at present being carried on in the south or unproductive part of the lode, as this is much softer, and more expeditious for sinking and driving. No attempt has been made to bring any reserve of lead to surface, as this can be done at a much less cost when the work referred to above is completed. The ore in the bottom is less than hitherto, arising from the fact of the lead having taken a northerly dip, which in itself is a most favourable indication.

—J. Roach, June 14: Telegram. The winze to-day is worth 1 ton per fm. Main part of lode still north. Rise for last 5 fms. on south part of lode. North part standing for slopes. Need not be alarmed. Will write to night.

SOUTH TOLCARNE.—This sett adjoins South Condurrow and Grenville, and contains among others the rich lode of the former mine, which has been so profitably worked previously to the late calamities. A company originating from some of the South Condurrow shareholders has been formed in 6000 shares to work the ground. Taking advantage of the work already accomplished, the explorations, so far as conducted, have been successful in finding one or two large and well-defined lodes containing tin in paying quantities. The price of shares, viz., 1*l.* 6s. to 1*l.* 10s. per share, exhibits an amount for the mine anything but unfavourable to the investor seeking a legitimate mine in a good district.

NEW DOLCOATH.—As some misapprehension seems to exist as to the exact construction of this company, it may be as well to state that it is 10,000 shares of 3*l.* Of these shares 8000 have already been issued, by which, after purchase of the mine as a going concern, there is an available cash balance of 8000*l.* The remaining 2000 shares, or 6000*l.*, being held in reserve. As regards the mine, its position (adjoining Dolcoath) is all that can be desired; large sections of tin ground have been laid open, which, upon completion of the shafts to reduce the produce, can be removed at a very handsome profit. The rate of profit named in the prospectus has been carefully and cautiously estimated by experienced agents. Copper ore is already being raised in good quantities, the 145 now being worth for that metal from 4*l.* to 5*l.* per fathom. A great and lasting advantage this mine possesses, one that can scarcely be over-estimated, is its drainage of water at and above the depth of 180 fms. from surface by the workings of Dolcoath mine adjoining.

BLUE HILLS.—Wheal Kitty lode has been discovered in this sett, and the discovery is considered highly important: the lode cut is 1½ ft. wide, presenting a beautiful appearance, so shallow; the gossan is everything that could be desired, thin throughout, with stones of copper, and with the same underlie as Wheal Kitty. By driving the east end into the hill it will leave 20 fathoms of backs high and dry. The lode is at present the most promising tin lode cut in St. Agnes parish for years.

WHEAL KITTY.—The discovery in Blue Hills of the Kitty lode has induced the agents to turn their attention to the eastern part of Wheal Kitty sett, with a view to trace the lode, which some years since was lost by one of those heaves so common in St. Agnes district. There can be no doubt the lode will now be found, and will have an important bearing on the future of Wheal Kitty.

Our old friend and correspondent, Mr. GEORGE HENWOOD, left London yesterday for Gothenburg, en route to Stockholm and Sundswall, Sweden, where he is engaged to survey certain districts. We hope to be enabled to publish the results of Mr. Henwood's observations, which, no doubt, will be duly appreciated by his numerous patrons and the scientific public generally.

CWM DWYFOR COPPER AND SILVER-LEAD MINES COMPANY.—In another column will be found a report of the very satisfactory proceedings of the general meeting of this company at the company's offices, on Wednesday. It was determined unanimously to issue 1000 of the remaining 2455 shares to the present shareholders, *pro rata*, on their present shares at 4*l.* per share, being a premium of 2*l.* on the shares, which are 1*l.* fully paid. Of this new issue we understand a considerable number were immediately applied for.

THE MINING JOURNAL (with Two Supplements) of this day comprises Twenty-eight Pages. Those of our subscribers who may not receive perfect copies can have the omission remedied by application to the office.

With this week's Journal a SUPPLEMENTAL SHEET is given, which contains: Mr. Warington Smyth's Lectures at the Royal School of Mines—Scotch Iron Trade, No. XIII.—Menzies Mining Company (J. Lean)—Land of Ophir—South Midland Institute of Engineers—Dudley Mining Institute—Meetings of West Wheel Seton, Treslyn Tin, Wheel Pevor, Cwm Dyfor, and Patent Gunpowder Companies—Foreign Mining and Metallurgy—Foreign Mines Reports, &c.—Original Correspondence: Fire of Torbane Hill Mineral (W. Gellies); Mines of Utah; Branch Mining Bureau in Utah (F. L. Woods); Mining Transactions on the Pacific Coast (J. Berton); Pacific Coast Mining Investments (R. Knapp); "What to Select, What to Avoid" (F. W. Mansel); Incidents in Mining, No. II.; Excelsior Mine; Van Consols (T. Corfield); Burrow and Butson Mining Company (J. Stephens); East Llangynog Mine; Great East Foxdale Mine (T. Hughes); Teras Tin Mine (H. Waddington, M. Rickard, J. Lean); New Quebrada Company; Pinto Mine (C. Andrews); Novel Stamping Arrangement (N. Ennor).

With this week's Journal we give a SECOND SUPPLEMENTAL SHEET, which contains a Description of Messrs. Hayward Tyler and Co.'s (Oke's) new Patent for the Drainage of Mines—A Paper on the Idria Quicksilver Mines and Works, with numerous engravings—on Mining Machinery, with illustrations—the Quicksilver Trade: Reports from the Brazilian, Australian, and other Mining Companies.

With next week's Journal a SECOND SUPPLEMENTAL SHEET will be given, which will contain the usual monthly Australian Mining News. (These Supplements should accompany each Journal: if any irregularity occurs we shall be glad to forward a copy of either on application being addressed to the office, 26, Fleet-street, London, E.C.)

The Mining Market: Prices of Metals, Ores, &c.

METAL MARKET—LONDON, JUNE 14, 1872.													
COPPER.					IRON.								
	£	s.	d.	£	s.	d.		per ton.	£	s.	d.		
Best selected... p. ton	118	0	0	119	0	0	Bars Welsh, in London	110	0	11	15	0	
Tough cake and tile	116	0	0	120	0	0	Do., to arrive	110	0	11	15	0	
Sheeting & sheets	110	0	0	121	0	0	Nail rods	112	6	11	15	0	
Bolts	121	0	0	—	—	—	Staff, in London	113	0	0	13	0	
Bottoms	123	0	0	—	—	—	Bars, ditto	113	0	0	13	0	
Old	100	0	0	105	0	0	Hoops, ditto	114	0	0	14	0	
Burra Burra	110	0	0	112	0	0	Bars, at works	115	0	0	12	0	
Wire	—	per lb.	0	2	0	1 2½	Hoops, ditto	113	0	0	13	0	
Tubes	—	—	0	1 2½	—	—	Sheets, single	116	0	0	17	0	
BRASS.													
Sheet	114	0	12½d.	—	—	—	Pig No. 1, in Wales	6	10	0	0	0	
Wire	114½d.	—	12½d.	—	—	—	Refined metal, ditto	7	0	0	0	0	
Tubes	12½d.	—	—	—	—	—	Bars, common, ditto	11	0	0	—	—	
Yellow metal sheeting	10d.	—	10½d.	—	—	—	Do., mch. Tyne or Tees	11	0	0	—	—	
Sheets	9½d.	—	10d.	—	—	—	Do., railway, in Wales	10	15	0	—	—	
							Do., Swed. in London	14	15	0	—	—	
SPELTHER.													
Foreign on the spot	22	0	0	22	5	0	To arrive	14	15	0	—	—	
Do. to arrive	—	—	—	—	—	—	Pig No. 1, in Clyde	4	17	0	5	15	0
ZINC.													
In sheets	27	0	30	0	0	0	Do., f.o.b. Tyne or Tees	—	—	—	—	—	
Do. to arrive	10	0	10	0	—	—	Do., Nos. 3, 4, f.o.b., do.	0	0	0	—	—	
QUICKSILVER (p. bot.)													
	10	10	0	—	—	—	Railway chairs	4	15	0	5	5	0
							Do., spikes	12	0	0	12	0	0
TIN.													
English blocks	2154	0	0	—	—	—	Indian Charcoal Pigs, in London	6	10	0	7	0	0
Do., bars (in bris.)	155	0	0	—	—	—							
Do., refined	156	0	0	—	—	—							
Banca	155	0	0	—	—	—							
Straits	145	0	0	149	0	0							
TIN-PLATES.*													
IC Charcoal, 1st qua.	22	0	2	6	0	0							
IX Do., 1st quality	21	0	2	12	0	0							
IC Do., 2d quality	2	0	2	4	6	0							
IX Do., 2d quality	2	0	2	12	6	0							
IC Coke	2	0	2	1	0	0							
IX Ditto	2	0	2	7	0	0							
Canada plates, p. ton	25	0	30	0	0	0							
Ditto, at works	24	0	28	0	0	0							
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* At the works, 1s. to 1s. 6d. per box less. † Add 6s. for each X.

Terne-plates 2s. per box below tin-plates of similar brand.

REMARKS.—The condition of our market continues satisfactory. General activity prevails, and the tendency is in some instances to a still further advance in price. The trade of the country was never more sound, and the demand for metals, of which the consumption is usually on a large scale, is now unprecedentedly great, while on the other hand the supply of raw material is for the present quite unequal to the demand. The speculative element forms but a comparatively unimportant feature. The position assigned to each metal in our market is regulated mainly by the undeviating law of supply and demand. Speculative purchases, it is true, are made upon this sound basis, and holders are satisfied that consumers must sooner or later yield to the terms demanded. The further reduction of the Bank rate to 3½ per cent. last Thursday will tend to increase the confidence of holders, while, on the other hand, the weary and much *reverta quæstio* of the Alabama having again assumed an aspect of as great uncertainty as it presented months ago, tends to check confidence. It is far from probable that, let the issue of this question be what it may, that commercial relations with America are at all likely to be in any measure interrupted; but this view of the case is irrelevant to the fact that as matters now stand a check is given in some degree to the onward current of business.

IRON.—The trade in the North of England can hardly be said to be in a satisfactory state, although the markets are sound. What is to be desired is that supplies of the raw material might be more in proportion to the unprecedented demand made upon the manufacturers of pigs. Prices are still continuing to advance, owing to the difficulty experienced by the makers of finished iron in obtaining pig-iron in anything like sufficient quantities to carry on their works. It is almost impossible to obtain pigs to any extent for immediate delivery, and for such parcels the following are the quotations:—No. 1, 110s.; No. 3, 105s.; and No. 4, 102s., net cash. From the published returns of the Cleveland Ironmasters' Association for the month of May it appears that the total make of pig-iron for the month was 168,795 tons, being 537 tons more than the make of the previous month, which was one day shorter. The increased make of May this year, as against May last year, is only 473 tons. It is estimated that, had all the extra furnace (13 in number) been in blast, the make would have been about 29,000 tons in excess of May, 1871; but, owing to short supplies of furnace material, many of these furnaces are wholly or partially stopped. Exports during the month are about the same as last year—viz., 34,000 tons, a proof of the roundness of the foreign trade and the strong demand which continues, for had this not been the case the high prices which are now ruling would, it is conjectured, have had one of two effects, either of putting a stop to purchases, or the inducement of high rates obtainable in England would have tempted foreign holders to realise here. This, however, is not the case, the iron being urgently required for consumption abroad. Market stocks show a reduction of 933 tons, being 37,993 tons; warehouse stores are likewise reduced 260 tons. Plate-iron is quoted at 11*l.* 10s. to 12*l.*; rails and bars, 10*l.* 10s. to 11*l.* 10s.; ordinary hematite iron, 7*l.* 2s. 6d.; Bessemer, 7*l.* 10s. In Wales prices continue very firm, and fresh business is for the time somewhat checked, not so much, perhaps, by quotations being beyond what buyers are prepared to give, but by the inability of makers to deliver. Great activity prevails in the execution of outstanding orders, and if it be possible to make a clearance to complete these there is every probability of the books being filled again quite as fast as ironmasters could wish with orders for America, the Continent, New Zealand, and Australia, which, judging from the enquiries now afoot, must ere long become large buyers in the South Wales market. The bulk of the enquiries run upon railway iron, the demand for which will be very large, not only in the still further ramifications of existing systems, but in new schemes and repairs. It matters not to what quarter of the globe attention be turned, the position of the iron market all over the world is one and the same—demand ever increasing, and supplies, at all events, not keeping pace with the demand. On Wednesday last a conference of some importance was held at Wolverhampton between the masters and men in the South Staffordshire district, the point for decision being the rate of wages for the next six months, to be settled on the basis of the prices for the year ending during the last quarter. It was agreed that the books of 12 selected firms should be examined by a sworn accountant chosen for the purpose. A difficulty arose as to what bars should be taken as the guide to price—i.e., whether merchants' bars or all kinds of bars. The masters agreed that the former should be taken, inasmuch as the custom of the trade had hitherto been to take merchants' bars only into the calculation. The men asserted that the unprecedented condition of the market formed no ground for acting upon precedent, and that all bars should form the basis of calculation. The final decision was that all bars, with the exception of charcoal bars, should be accepted, without reference to quality, so long as they came within the following sizes—½ in. to 4 in. in rounds and squares, and 1 in. to 6 in. in flats.

The Scotch Pig Iron Market has been more active during the week, and a further rise in price has been established. This is not a matter of surprise; indeed, the reverse would be astonishing, considering that every effort has as yet proved insufficient to supply the demand for pigs. The price for warrants has advanced from 98s. 6d., our last week's quotation to 98s. 3d., cash, and the market closes at 98s., cash, to 99s. 6d., one month, the price last year being 57s. 1½d. cash. The deliveries are very large, as is shown by the following returns:—

SHIPMENTS—Week ending June 8, 1872	133,133 tons.
Week ending June 10, 1871	16,118 "
Increase	4,018 "
Total increase since Dec. 25, 1871	90,603 "

COPPER.—Upon the announcement of the charters some days ago of only 800 tons, 200 of which were for the Continent, the market became active, and in one line 1000 tons of bars were purchased for the smelters, who are said to be bare of stocks. The stocks on the Continent are also reported as very small; while in India a material reduction has been going forward for some time past. A good business followed for a day or two, when, consumers having for the moment supplied their requirements, copper has been less animated; but the pause is believed to be only of a temporary character, and it is thought that the present lull will be succeeded by a period of yet greater activity. It may be unwise to venture an opinion with regard to the future, more especially with reference to this metal, which has so frequently followed a course so entirely opposite to that which was predicted of it; but if there is to be any dependence placed upon statistics, any reliance upon the almost universally expressed opinion by those conversant with the position of

this metal, there is little cause to fear a retrograde movement, and some reason to look for a maintenance of present quotations, if not a further advance. *Chilina*

LEAD.—The market assumes a quiet appearance. Prices have scarcely undergone any alteration. Spanish pig is slightly easier. *Spain*
SPELTHER.—There has been more doing in both Silesian and hard improvement upon last week. Ordinary brands of Silesian have risen 22*l.* 5s.; C C H is reported at 22*l.* 12s. 6d.; Rhenish, 22*l.* 5s. out-put; and 15*l.* 10s. has been freely paid for hard of good brands.

QUICKSILVER.—Sales of moderate quantities have been made at 10*l.* 10s., at which price sellers are very firm, and there seems no probability of any lower figure being accepted. Several orders from India remain unexecuted, on account of the limits not exceeding 10*l.* per bottle.

TIN.—There is still a very great difference between the cash price and that for forward delivery. Buyers do not come forward very freely, and although holders are disinclined to accept current rates for any large quantity there exists a rather uneasy feeling with regard to the future course of this metal, on account of the "bear" sales which are constantly fidgeting the market, and up to the present time appear to have been attended with a moderate degree of success. Straits has been sold at 149s. cash, and 139s. 6d. for delivery this year.

TIN-PLATES.—There is no variation in quotations for either coke or charcoal, but as the price of iron continues to advance it is not improbable higher rates will be demanded.

IRON TRADE.—(Griffith's Weekly Report).—Business has been restricted considerably this week by the unsettled state of the labour market; the ironmasters refusing new contracts, even at the present high rates, until the wage question is settled in South Staffordshire. The puddlers of all other districts generally take Staffordshire prices, as a relative rule, to base their own prices upon. It was arranged between the masters and the puddlers, four or five months since, that a further advance should take place in the middle of June, which was to be *pro rata*, with the advance in the price of bars. Masters and men were engaged in settling the promised advance. The price of Staffordshire bars to-day is 13*l.* 10s. for common bars made by the leading houses, have been unable to continue at the furnaces to day, and, if the temperature of the weather continues to increase, the quantity of iron turned out will be very much diminished. We are unable to say what advance will be agreed upon by the masters and men in South Staffordshire, but it is fair to presume, in view of the present value of iron, that this will be considerable, and entail a further advance in the price of Staffordshire bars. What effect the next advance of iron will have upon the general trade of the country it is impossible to say. The Bank of England has lowered the rate of discount from 4 per cent. to 3½ per cent. yesterday. Money is present is easy, but it must not be forgotten that the present price of plate will check the ship-building trade, which absorbs very large quantities of iron. Private enterprise will certainly desire, at all events for the present, from ordering new iron ships, and on this account it would create little surprise if the ship-building yards throughout the kingdom become less active. We believe that the shire wages question will be settled amicably, the masters being willing to concede all the men are justly entitled to under the Christmas arrangements. The masters are in a very anomalous position—difficulty in obtaining mineral for the furnaces, fuel of all kinds at fabulous prices, and wages advanced and still advancing in every department. The demand for America continues large beyond precedent, but with this increased demand the masters appear to have commensurate difficulties to contend with on every hand, hence the objections raised to take new contracts for immediate deliveries. The demand for tin-plate continues large, and prices well maintained. This branch of the trade never was more sound and healthy. The builders' strike in London is now fully inaugurated, without the slightest prospect of an early arrangement. Indeed, to us a protracted strike in this trade seems inevitable.—133, Cannon Street, London, June 13.

The MINING SHARE MARKET has been very flat this week; owing to causes quite irrespective of the prospects of the mines the shares in several of them have been offered at lower rates, and quotations in many instances are merely nominal. For some months past an enormous amount of gambling speculation has been going on, particularly in Cornwall, and the present depression in the market has been caused chiefly by the closing of speculative accounts, and the forced sales consequent upon them. The time is at hand, therefore, for bona fide investors to step in. The shares mostly dealt in have been Tankerville, West Tankerville, Hingston Down, New Rosewarne, West Basset, West Chiverton, Prince of Wales, East Lovell, Rosewarne United, Rose United, Great Wheal Vor, New Lovell, Parys Mountain, South Carn Brea, Van Consols, West Tolgus, Wheal Crebor, Wheal Uny, and a few others.

Cook's Kitchen have declined 10*l.* per share, and leave off 40 to 50; Tincrofts have dropped 7½, and leave off 60 to 62½; West Francis are 5*l.* lower, and leave off 20 to 22; Wheal Kitty (St. Agnes), 15 to 16. Tankervilles have been firmer at 17 to 18; at the annual meeting, held on the mine, the accounts showed a balance of 3810*l.* 5s. 4d. in favour of the mine, and a dividend of 6s. per share (3600*l.*) was made. A supplementary account made up to the day of meeting showed a credit balance of 3555*l.*, and the prospects of the mine are of a high order. West Tankervilles have been moderately active 3 to 3½; West Tolgus shares have declined to 60, 65, showing a fall of 10*l.* per share; West Basset declined 5*l.* per share, leaving off 10 to 12. Dolcoath, 80 to 85, ex div.; at the meeting a dividend of 2*l.* per share (8502*l.*), was declared, leaving 899*l.* in hand. The tin sold (226 tons) had realised 21,121*l.*, and the profit was 8764*l.* on the quarter. The engine-shaft of this, the oldest mine in Cornwall, is now down 6 fms. below the 302, and the lode producing a little tin. The 302 west is worth 18*l.* per fm.; the 302 east, 80*l.* per fathom. In this, the bottom level, a course of ore has been driven through for 25 fathoms in length, worth on the average 100*l.* per fathom; total value of points of operation, 438*l.* per fathom. Wheal Seton, 37½ to 40; at this meeting the accounts showed a loss on two months' working of 407*l.* No call was made. West Seton, 95 to 100; at the meeting there was a profit shown of 438*l.* on the two months' working, and a dividend of 2*l.* per share was declared, carrying forward 499*l.*. The mine as a copper mine has paid in dividends since 1818 231,800*l.*. Carn Brea, 165 to 170; Devon Great Consols, 105 to 115; East Lovells have been firmer at 16 to 17.

New Rosewarne, after reaching 10½, declined 2½ per share, upon a rumour that the lode had been cut poor in the 67; the lode, however, has been cut into 4 ft., precisely of the same character, and equally as good as it was cut into in the 46 above. There was very little ore when cut into in the 46, but on driving 2 fathoms the lode became worth 100*l.* per fathom, and there is every indication of the same thing occurring in the 67. The 46 end has been resumed this week, worth 140*l.* per fathom. The rise in the back is worth 220*l.* per fathom in operation in the mine are valued at 570*l.* per fathom in the aggregate, a value beyond any other mine in Cornwall. A small sale of tin has been made this week at 94*l.* 5s. per ton, and large stamping power will be at work in about two months, when the mine must make large profits. The shares leave off 8½ to 9½. Great Wheal Vor, 9½ to 10; the accounts for the quarterly meeting, to be held on Thursday, show a profit on the three months to the end of April of 1078*l.* 9s. 6d. The tin sold for the months of February, March, and April, 75 tons, realised 6917*l.* 1s. 2d. Rosewall Hill and Ransom United, 15 to 17; at the meeting, held on Wednesday, the accounts showed a profit of 192*l.* 15s. 5d. on the quarter, and a balance in favour of the mine of 82*l.* 1s. The prospects on Goolle Pullen, just put to work by means of flat-rods from the pumping engine, are very encouraging, and the report on the whole, was very satisfactory.

Parys Mountain, 25 to 34; the sales of ore, on Thursday, realised, with carriage, 1154*l.* 17s. 6d.; the best parcel, 125 tons, brought 6*l.* 6s. 6d. per ton. This sale leaves a good profit on the month, independent of the sales of ochre and precipitate. New Wheal Charlot, 3 to 3½; in the 30, east of cross-cut, the lode is worth 25*l.* per fathom. Wheal Pevor, 23 to 24; at the meeting a call of 10*l.* per share was made. The report of the agents is sanguine as to good results when the mine is drained. East Wheal Uny, 2½ to 2½; at the meeting the accounts showed a balance in hand of 2411*l.* 7s. 1d., after paying for a 70-in. cylinder pumping-engine, drawing-engine, stamps, &c. The report of the agent states the shareholders have every reason to look with confidence to this making a great and profitable mining property. Bedford Consols,

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

STEEL-PISTON FURNACE.—BUCKNER CYLINDER.—Can any of your correspondents state the capabilities and comparative advantages of these furnaces, and show how far they are adapted to the treatment of gold ores?—SUBSCRIBER.

VAN CONSOLA.—The complaint of "Vigilant" has been enquired into.

RIO TINTO.—Anyone having a copy of the pamphlet, by Mr. J. Lee Thomas, upon the Mines of Rio Tinto, will oblige by sending it to the office of this Journal. Price will be paid.

EAST LANSING.—We are unable to publish the replies of Mr. Edean to Messrs. Meglin and Taylor this week, but they shall appear in our next.

NEW COMPANY PROJECTORS.—The letter of "One of Them" shall appear in next week's Journal.

PROPELSION ON STREET TRAMWAYS.—I believe that, according to the existing law, steam cannot be employed for the propulsion of the cars on tramways, the great objection being that the noise of the steam is calculated to frighten the horses used on the other part of the road. Can any of your correspondents state whether compressed air is also prohibited, and, if not, whether it has been tested? How much air would be required to keep an engine of 2-horse power at work for one hour, assuming the vessel into which it is compressed, for carriage on the car, to be able to stand a pressure of ten atmospheres? I think quite as much as this would be necessary to start with, as it would be constantly increasing to the end of the hour. The introduction of a power more economic than that of horses would be of vast importance to many others besides—A TRAMWAY SHAREHOLDER.

PACIFIC.—In last week's Journal it was stated that the profit was \$860; it should have been \$600.

CHANS.—"Enquirer."—We are unable to learn precisely the progress made at this mine, as the accounts are kept on the works; but it is intended to employ a competent engineer to report its present state, which will appear in the Journal.

WANT-Y-BLAID.—I will reply to Capt. Pascoe's letter next week, if you will allow me the space in the Journal.—E. J. BURN.

The Slate Districts of North Wales, No. III. will appear in next week's Journal.

Received.—"W. G."—"R. F. G."—"B. A. M. F." (Salt Lake City)—"R. K." (Nevala)—"T. W. B." (Detroit)—"R. W."—"J. D."—"J. B." (Sacramento)—"H. S."—"H. H."—"Looker-On"—"Shareholder" (Taquaril)—"Shareholder" (West Jewell)—"C. B."—"Shareholder" (Emma)—"Beta."

SHARK DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, JUNE 15, 1872.

COLLIERY INSPECTION IN IRELAND.

The extension of the operation of the Coal Mines Regulation Bill to Ireland has naturally attracted the attention of those connected with the colliery interests in Ireland, and the executive of the Leinster Colliery Company have taken the trouble to prepare a series of amendments, which they suggest will better adapt the Bill to the requirements of coal mining in Ireland. They submit that the Bill, which when first introduced, several sessions since, excluded Ireland, now includes Ireland, and that thus an advanced mining legislation, which has been elaborated into shape and order, and, in fact, evolved from the working results of former Acts in Great Britain, is now for the first time, and in its fulness, to be applied to Ireland, that was never helped forward or subjected to the training results of any mining Act whatever. In this respect, they remark, Ireland may be said to be now called upon to run without ever having been taught to walk. The Irish coalmasters, however, do not object to the Bill, but content themselves with suggesting amendments which they think desirable.

In the 17th clause which provides for the appointment and removal of the check weigher on the part of the men, they propose to remove the words "and if in any mine [proper facilities are not afforded to the check weigher as required by this section] the owner, agent, or manager of such mine shall be guilty of an offence against this Act," and substitute for them "and if in any mine [any inconvenience or obstacle be placed in the way of such check weigher, calculated to interfere with his taking in an efficient manner such account as aforesaid, as required by this section, or to encroach on all reasonable and proper facilities for his so doing, then and in any such case], the owner, agent, or manager of such mine shall be guilty of an offence against this Act." With regard to this amendment, it is remarked that as the Act stands it seeks to provide that the check weigher shall have every facility afforded to him; then in the next sentence it provides that if proper facilities are not afforded to the weigher as required by this section, the owner, &c., shall be guilty of an offence against the Act; but it will be seen that there is no definition of what these so called "proper facilities" are, nor any attempt at it. If the amendment proposed be not adopted, it is submitted that there should be some definition of what these "proper facilities" shall consist, for the non-affording of which an owner or manager is involved in an offence and its consequences.

As to the court for hearing complaints connected with the check weighing, it is proposed further to amend the clause, so that the court shall be held at the mining works, and that except within the police district of Dublin metropolis the stipendiary magistrate for the district shall constitute the court. With reference to these amendments it is stated that under this section the miners have power to appoint a check weigher to act on their part in the weighing at the surface of all coal sent up from the mine by the miners. To this, they say, there is no objection; but on carefully reading the section it will be seen that the provisions for removing the check weigher if he shall misconduct himself are vague, embarrassing, roundabout, and uncertain, and it is certain that miners, with a view to strikes or personal views, or with the intention of bringing about troubles or changes, would appoint a person who would be troublesome and obstructive—at least, it is a state of things that should not be left unprovided for. It will be seen that the course proposed for the removal of the check weigher in case of misconduct becomes, in fact, a Petty Sessions business, to be decided on by gentlemen for the most part unacquainted with the subject, and strangers to the disciplinary requirements of mining industry. It is submitted that the process for the removal of the check weigher in case of misconduct should be summary and decisive, and, in the case of Ireland at least, solely in the decision of the stipendiary magistrate, otherwise delays, embarrassments, and adjournment at Petty Sessions will be the result, during which time there is no check or hindrance to the misconduct of the check weigher, or the obstruction it will be in his power to cause in the carrying on of the works.

The amendment proposed in the clause relating to arbitration is a very useful one. It is proposed to have it enacted that every person who is appointed an arbitrator or umpire under this section shall be a practical mining engineer, or a person accustomed to the working of mines "of the description in respect of which such arbitration shall be had;" but when, &c. The words quoted are those which it is proposed to add, and there can be little doubt that their insertion would be advantageous. It is submitted that some modification of the 58th clause should be made in favour of owners and managers; but it is thought that suggestions upon this subject will be made by the English mine managers. The several suggestions above referred to have been brought under the notice of the Irish members, and no doubt is entertained that they will receive careful attention from the House of Commons.

THE EXPORT COAL TRADE.—The exports of coal, coke, &c., from the United Kingdom in May amounted to 1,275,321 tons, as compared with 1,235,876 tons in May, 1871, and 1,067,311 tons in May, 1870. In these totals the exports for Germany figured for 244,639 tons, 266,582 tons, and 206,400 tons; and those to France, for 181,237 tons, 115,963 tons, and 196,272 tons respectively. The aggregate exports to May 31 this year were 5,333,013 tons, as compared with 4,646,700 tons in the corresponding period of 1871, and 4,526,581 tons in the

corresponding period of 1870. In these totals, the exports to Germany figured for 691,461 tons, 848,266 tons, and 654,720 tons respectively; and those to France, for 1,055,891 tons, 716,010 tons, and 1,021,518 tons respectively. The exports have increased this year to Russia, Sweden, Holland, France, Spain, Italy, and British India; but they have decreased to Germany, Denmark, and Brazil. The value of the coal exported in May was 826,035*l.*, as compared with 582,512*l.* in May, 1871, and 495,214*l.* in May, 1870; and in the five months ending May 31, this year, 3,212,283*l.*, as compared with 2,240,133*l.* in the corresponding period of 1871, and 2,155,450*l.* in the corresponding period of 1870.

EXTENSION OF OUR COAL FIELDS.

The capitalists who heard the Director-General of the Geological Survey of Great Britain discourse on Tuesday at Dudley, on "The Existence of Coal beneath the New Red and Permian Strata," must have taken fresh heart of grace if they had begun to despond as to the probability of safely investing money in the development of the edges of the known coal fields of the Midlands. Better service the Dudley and Midland Geological Society never yet performed to their own district than when they did themselves the honour to elect Prof. RAMSAY their president, and their president never, out of his actual business, did better service to the cause of material progress than when he consented to accept the office, and as president deliver an address. The authority with which Professor RAMSAY is able to speak upon the subject in hand gives his utterances the greatest possible weight; and they came at a time when they are likely to prove of more than ordinary benefit to the world. The passing time is one in which the investors of the Midlands are especially prepared to lay down their money in the developing of any well-digested scheme for realising the material wealth of their district. The direction in which such undertakings may be safely prosecuted Prof. RAMSAY has pointed out, with all the confidence resulting from a knowledge of his subject, such as his own close observation has given him in actually surveying, and sometimes even personally mapping, the localities. Nor is this all. Before he has formed a positive opinion he has consulted the most eminent geologists engaged in the survey of which he has now the direction.

The Birmingham and South Staffordshire district may now entertain every confidence as to the continuance for long periods to come of the means of supplying their furnaces, their forges, and their factories with mineral fuel, and, therefore, with the means whereby they live. Colehill, Castle Bromwich, Water, and the whole of that neighbourhood so near to Birmingham in the unproved Warwickshire field, have great stores of coal underneath the geological formations that overlie it. Prof. RAMSAY does not speak less confidently of the west end of Cannock Chase, and of the area stretching thence to the estate of Lord HATHERTON, at Huntington; whilst the tract of ground extending from the Wyndley unproductive field to about Bridgnorth may, without hesitation, be assumed to promise excellent results to anyone who, in Prof. RAMSAY's words, "has capital enough to sink the requisite depth." The quantity of mineral wealth we have yet left to us as a nation at available depths under the New Red and the Permian strata the director-general suggested, when he quoted the quantities, to be confidently looked for in the improved portions of the three fields as to which he gave particulars. Yet more detailed facts are set out in the recently published Blue Book of the Coal Commission, of which Prof. RAMSAY is so conspicuous a member. That mass of information should be well studied alike by mining engineers who have the responsibility of directing new sinkings, and by men of wealth who are seeking sources of profitable and secure outlay. Read by the light of Prof. RAMSAY's address at Dudley, that Blue Book should itself prove a "mine" of wealth to men who make it their business to put new and reliable undertakings in the investors' market.

IRON AND STEEL EXPORTS.

The exports of iron and steel from the United Kingdom promise to attain a very considerable aggregate this year, although the increasing dearth of both iron and steel naturally exercises a chilling and deterrent effect upon foreign and colonial consumption. The shipments of rails in May showed a very great falling off as compared with May, 1871, the American demand having at last given way; but still the aggregate exports of iron and steel in May amounted to 357,482 tons, as compared with 350,786 tons in May, 1871, and 317,725 tons in May, 1870, while for the first five months of this year the complete shipments come out thus:—

Month.	1870.	1871.	1872.
January.....Tons	172,749	111,754	200,095
February.....	175,354	137,397	215,100
March.....	223,412	242,166	245,512
April.....	270,079	284,190	334,360
May.....	317,725	350,786	357,482
Total.....	1,162,519	1,126,323	1,355,549

The shipments, it will be observed, show only a feeble progress in May as compared with May, 1871; but the wonder is that they come so well out of the comparison, since the value of the 357,482 tons exported in May was 3,460,493*l.*, while the 350,786 tons exported in May, 1871, were priced at only 2,782,973*l.* As regards the value of the steel and iron exported, this year seems certain to attain a marked pre-eminence, the figures for the first five months of 1872 being in excess of the corresponding totals of the corresponding periods in 1858, 1859, 1860, 1861, and 1862. This will be seen on a glance at the annexed table:—

Year.	Total.	Year.	Total.
1856.....	£12,966,109	1865.....	£13,471,359
1857.....	13,603,337	1866.....	14,842,417
1858.....	11,197,072	1867.....	15,050,391
1859.....	12,314,437	1868.....	15,036,388
1860.....	12,154,997	1869.....	19,480,950
1861.....	10,326,646	1870.....	24,038,090
1862.....	11,365,150	1871.....	26,149,136
1863.....	13,150,936	1872 (five months) ..	12,841,459
1864.....	13,310,484		

The statistics of the last three years have, we believe, been kept upon a modified principle, and some descriptions of steel have been embraced of which no account was previously taken; nevertheless, there can be no doubt that the export steel and iron trades have enormously extended during the last 8 or 10 years, while this year's value-total will be very greatly swollen by the extraordinary upward movement which has taken place in prices.

At the same time, it is a matter of some doubt whether we are not beginning to see the end of the remarkable activity by which the iron and steel trades have been distinguished for some 20 months and more. It is true that, as we have from time to time endeavoured to show, there has been an increasing amount of attention devoted of late in foreign countries and in British colonies to the cultivation of the mechanical arts, and the development of railways and steam navigation, so that the consumption of iron has been materially stimulated and extended throughout the world. It is true also that there has been a very active demand for iron and steel at home. But while many of the circumstances which have contributed to this activity still remain in operation, a new force, of a contrary and opposing character, has arisen. It is true that the United States, Australia, Canada, and India require more railways, more steamships, &c., and it is true that they have shown an increasing disposition to have them. But, on the other hand, iron and steel have become dreadfully dear during the past few months. More wages have been conceded again and again, and each advance in the price paid for labour has necessarily involved an advance in the price of the manufactured article. The result is that the marvellous animation which characterised the trade in January and February has since been lost, and that it now makes further progress with difficulty; while in the very important department of railway iron the foreign and colonial consumption is positively falling off, having amounted in May to only 87,617 tons, while in May, 1871, it stood at 120,997 tons, and in May, 1870, at 131,208 tons. The United States have been our principal foreign customers for our railway iron, and the accompanying table, showing the exports of British railway iron to the Great Republic during the first five months of the last three years

would appear to indicate that the American railway interest has taken fright at the dearth of rails and accessories, and is beginning to restrict its consumption of them:—

Month.	1870.	1871.	1872.
January.....Tons	24,610	28,264	28,648
February.....	32,957	32,784	28,648
March.....	23,222	41,917	43,131
April.....	37,016	32,456	41,175
May.....	39,175	61,444	46,348
Total.....	159,980	199,565	221,053

These figures, it must be admitted, are very suggestive and important.

THE TIN TRADE, AND ITS PROSPECTS.

The following remarks have just been received from Mr. CHARLES F. BRAY, chief mining engineer to the Government of Siam, dated April 12, which doubtless will prove interesting to those concerned in tin mining:—

It is very agreeable to learn that things are looking so bright at home. I am sure that it must cheer everyone who has a thought of home about him, but I hope that it will be much brighter yet. I think there is a great chance of tin being much higher, as there is every probability of the supplies of Straits tin to Europe in a very short time being very much less than they are at present. There is a considerable falling off in the production of tin in the East India settlements, and unless there be some new find of tin ground China will very shortly absorb the whole of the Straits tin; and as the principal tin workings of the East are in the hands of Chinese, I think it likely that China will always get her supply before there will be any sent to Europe, and besides the price of tin is higher in China than in England. I gained this information from enquiries I made in Singapore, about eight weeks ago, of some extensive tin merchants; they all told me that in a very short time, if the falling off in the supply continues as it has done for some time (that the demand for tin in China was constantly on the increase, and according to the ratios of China's increasing demand, and the falling off in the supply, China would very shortly absorb all the tin of the East, and the Chinese market always being higher than the European the tin would naturally go there first) they anticipate a much higher price.

PROFITABLE INVESTMENTS.—The great favour in which some ironworks are now held by capitalists is shown by the readiness with which all good concerns recently put upon the market have been taken up. Nor does the remark apply to iron making and iron manipulating concerns alone. Projects for getting ironstone have been equally successful. When it is remembered what are the high rates at which the shares of some of the concerns of this class previously existing are now quoted there should be no great surprise for this, at a time when the market is still rising, and is likely to rise for some little time to come. There are concerns whose shares are realising cent. per cent. premium. Indeed, one may be pointed out in which the premium is more than 150 per cent. We speak of the Bolekow and Vaughan Company (Limited), whose shares are 100*l.*; and although only 30*l.* has been paid yet they are selling at from 47*l.* to 48*l.* premium. The shares of the Midland Iron Company, upon which 5*l.* out of 10*l.* has been paid, are realising between 7*l.* and 7*l.* premium; and the new shares, upon which 12*l.* out of 15*l.* has been paid up are selling at 15*l.* to 16*l.* premium. The Scott's Iron Company's shares, which are 50*l.* paid up, are selling at from 53*l.* to 54*l.* premium. The Staveley Iron and Coal Company's shares, upon which 60*l.* out of 100*l.* have been paid, realise from 51*l.* to 52*l.* premium; whilst the new shares of the same company, with 10*l.* only paid out of 100*l.*, cannot be got at less than from 8*l.* to 9*l.* premium. In giving these figures it must not be understood that we are recommending particular investments; we are simply citing instances in proof of a tendency on the part of investors that has not been always observable, and that may be fairly pointed out as one of the signs of the times.

REPORT FROM CORNWALL.

June 13.—Cornwall this week cannot be said by any means to have been wholly given over to mining. The annual exhibition of the Royal Cornwall Agricultural Society has been held at Bodmin, and thither "One and All" have wended by hundreds and thousands. This association has long held a leading place among county agricultural societies, and this year's exhibition has more than worthily sustained that position. There has been a show of stock that very few localities could have pretended to rival, still fewer to excel; and implement exhibitors have been attracted from places so far north as Leeds. All this would have little to do with mining, were it not that under the peculiar circumstances of Cornwall the labour question as it affects agriculture is intimately connected with its position with regard to mines; and were it not, moreover, that the mechanical skill and aptitude which distinguish Cornwall above all mining counties has found vent likewise in agricultural adaptations, for Cornwall is fortunate enough to possess in Mr. Davey, of Craithole, and Mr. Brenton, of Polbathic, a couple of local implement manufacturers whose specialities—ploughs, reapers, and mowers—have been able to take and keep a distinguished place at the meetings of the Royal and other large societies. The fact of the successful holding of the exhibition of the Royal Cornwall Agricultural Society is, therefore, worth note, even in these columns. We may add that its president, Mr. Basset, of Tehidy, is one of the largest and most liberal mineral proprietors in the county—Mr. Basset, of Tehidy.

And before we leave Bodmin there is another fact of considerable importance to that locality to be mentioned. Hitherto, although possessing in the Bodmin and Wadebridge line one of the oldest railways in the kingdom, a break of three or four miles has severed it from the general railway system, and all efforts to make a branch from the Cornwall Railway have failed. Years ago the Bodmin and Wadebridge line was bought by the London and South-Western Company, to give them a *foot stand* in the district. Now it is stated it is about to be sold to the great mineral company of which Sir Morton Peto and Mr. Roebuck are the executive heads, and to which the Perran mineral railways and the blast-furnaces at Fowey owe their conception. It is impossible yet to form any idea of the extent to which the present rush for Cornish iron ore will affect the county. The Perran scheme alone is one of the most gigantic magnitude, though, from being in the hands of a comparatively small proprietary, it does not make a tenth the noise that some petty concerns with a multitude of small shareholders do. But, big as it is, it is after all only one project among several. The writer has this week come across several seekers for high quality iron ores in the county, who have come hither from distant localities as Newcastle-on-Tyne, and who believe that in Cornwall they have found the modern ironmasters' El Dorado. What will be the result of all this super-added activity one can only guess; but that it will be very considerable is abundantly clear. An important practical point has been already solved—the adaptability of the traction-engine to convey heavy loads of ore over the Cornish hills, and the necessity, therefore, of tram or railroads. Recognising this necessity, it is confidently stated that the new owners of the Bodmin and Wadebridge line will, at the earliest practicable moment, extend it to a connection with the Cornwall Railway, near the Bodmin-road station. What they will do about the break of gauge we cannot say, for the Bodmin line is narrow; but there is a very prevalent belief that it will not be long after the narrow gauge is brought to Plymouth (next year) before a narrow gauge rail is laid from Plymouth to Falmouth; it already exists, as our readers know, from Truro to Penzance. Such a step would be merely good policy on the part of the broad gauge companies, to cut the ground from under the feet of the old central line.

The renewed drop in tin, considering the high price in materials and the advance in labour, is not regarded with much favour; and one again begins to hear a renewal of the old grumbling against the smelters, which among our mining men takes the place of a farmer's growl at the weather. Still there is no suspicion that it is more than merely temporary; and, as hinted last week, there are directions in which a drop in the price of produce is calculated to exert a beneficial tonic influence.

After years of talk there is at length a prospect that one of the greatest benefactors to the collier is to be duly honoured in his native county and native town. Often and often has the propriety of raising some memorial to the renowned Sir Humphry Davy, the inventor of the best known form of safety-lamp, been discussed at Penzance. At length the project has got so far that funds have been procured and a statue determined upon. The latest difficulty has been the site. Some have favoured the erection of the statue in front of the market-house, an admirable spot if it were desired that it should be seen at the greatest inconvenience from the fewest points of view. Public feeling has been very much against this, and there is at present a reasonable probability that a liberal offer of ground from Mr. T. S. Bolitho will be accepted, and the memorial erected by the public buildings. So may it be.

Mr. Henry Lopes, M.P. for Launceston, having brought in a Bill to secure the rating of mine dues, a meeting of the Mines Assessment Committee was held at Truro on Tuesday, under the presidency of Mr. T. S. Bolitho, to take it into consideration. There was a large and influential attendance. Now, the Bill which Mr. Lopes has introduced is identical in substance with that which was promoted by the county committee, and which would have been pushed forward by the county members but for the Government, declaring their in-

attention to introduce a general rating Bill. Since January last, however, circumstances have materially changed. Year after year the question of the liability of the surface works of mines to rating used to be brought at the Country Sessions in Bodmin and Launceston, ending in the acquittal of the principle that as the mines themselves were not rateable their surface works should not be. In January, however, a case from the Forest of Dean was decided in the Court of Queen's Bench, in which it was laid down "That the apportionment of the rate is liable to be rated in respect of the surface land, with the buildings, machinery, plant, tramways, and other workshops connected therewith, and that it is not liable to be rated in respect of the residue of the property; that the principle on which the surface land, with the buildings, machinery, plant, tramways, and other works upon it, is to be rated is to assume that the mine and the surface belong to separate owners, and that what rent the owner of the surface would give to the owner of the surface for the surface land, with the buildings, machinery, plant, tramways, and other workshops upon it." It is at present a moot question whether the decision will apply to Cornish mines, seeing that their circumstances differ from that of the mine in question. The Liskeard Board of Guardians has taken it for granted that it does, and is proceeding with steps to assess the surface works of mines in their union. If the decision does apply the surface works of mines would only be to make mines liable to a rating. If it does not, then there is no objection to the action of Mr. Lopes, double burden. It was complained at the meeting that he should have taken such a step although it was complained at the meeting that he should have taken such a step although it was complained at the meeting that he should have taken such a step.

REPORT FROM SCOTLAND.

June 12.—There has been more activity in the warrant market during the past week, and a good deal of business has been done from 90s. to 97s. 6d. cash. To-day business was done from 97s. 3d. to 79s. 7 1/2d. cash, closing with buyers at the best prices. The deliveries at store and the shipments still continue on a very extensive scale, and the consequence is that the prices of makers' iron again show an advance.

	No. 1.	No. 2.
Garthferrie, at Glasgow (deliverable alongside)	117s. 6d.	101s. 0d.
Coltness ditto	120 0	102 0
Summerlee ditto	115 0	98 0
Carnbroe ditto	110 0	99 0
Monkland ditto	105 0	98 0
Clyde ditto	100 0	98 0
Govan, at Broomfield ditto	99 0	97 6
Langloan, at Port-Dundas ditto	115 0	100 0
Caldar ditto	115 0	100 0
Glenarnock, at Ardrossan ditto	114 0	100 0
Eglinton ditto	105 0	97 6
Dumfries ditto	107 6	—
Curran, at Grangemouth, selected ditto	110 0	—
Shotts, at Leith ditto	115 0	102 6
Kinnell, at Boness ditto	105 6	100 0
Bar iron	111 0	0 to 112 0
Small rods	112 0	0

For the week ending June 8, 1872	tons 20,133
June 10, 1871	16,115
Increase	4,018
Total increase since Dec. 25, 1871	90,603 tons.

Ironstone is in great request here, and good qualities find a ready market at prices which a few months ago would have been regarded as extravagant, but which circumstances in the meantime fully warrant. Foreign ores are arriving with some regularity, and exertions are being made to hasten forward all steamers to be employed in this trade, so that large supplies are expected from Spain during the summer months. The Onoma and Clelland Iron and Coal Company is a joint-stock concern, which in the present state of the iron trade has been launched since last week, and application for shares in this company are now in excess of the proposed issue—12,000 shares, of 10s. each; the entire issue being 20,000 shares of 10s. each. It is the intention of the company to erect furnaces on or near the site of the old Onoma works, and take over lease, &c. During the period required for erecting additional works under Danks's system, &c., the vendors guarantee 10 per cent. interest. The share list has been closed to-day, on account of the demand for shares, the reason for which is not well understood here.

More numerous orders for bar iron have been brought forward this week, and the general enquiry is improved, buyers, perhaps, regarding a reduction of prices as anything but hopeful. The raw material continuing to advance in an unprecedented ratio, founders have again had to increase their charges, and pipes have been advanced 20s. a ton. Engineering, locomotive, and tube works busy, and boiler-makers behind with work, as also the engineers.

Coals are quieter for export, but the home demand—especially for manufacturing purposes—continues. During the week the shipments amounted to 31,569 tons, against 21,638 tons in the corresponding week of last year. The fire at Torbane Hill continues to burn, the flames penetrating into the heart of the "bing," although two steam fire-engines are pouring about 16,000 gallons of water on the mass per hour. Another engine is ejecting steam into the burning mineral, and still another is to be started, if possible, have the fire extinguished. A number of farmers and others are benefiting by the disaster by conducting the oil which is flowing on the top of the water into tanks which they have excavated. They are allowed 15d. per gallon for collecting the oil. We understand that the mineral was insured with the following companies for the sums stated:—Liverpool and London and Globe Office, 25,000l.; North British and Mercantile, 25,000l.; Northern, 25,000l.; Scottish Commercial, 12,500l.; total sum assured, 100,000l.

YOUNG'S PARAFFIN LIGHT AND MINERAL OIL COMPANY.—The report of the directors has been issued, but the meeting of the shareholders does not take place till Tuesday next. The gross profit, as at April 30, after deducting all manufacturing charges and management, is 98,391l. 15s. 9d. From this there has been deducted the wear and tear, amounting to 20,412l. 9s. 4d., and the depreciation, amounting to 23,610l. 6s. 9d., leaving a net balance, as per the balance-sheet, of 54,368l. 10s. 1d., out of which the directors recommend that 7500l. be carried to the fire insurance fund, that 47,851l. 9s. 2d. be paid as a dividend of 10 per cent., and that 3767l. 12s. 6d. be carried forward to the current year. It will be observed that the very large sum of 199,647l. 15s. 7d. has been written off during the past six years. The Addiewell Works, pits, workmen's houses, railways, and railway plant stand in the books at 228,529l. 5s. 4d., and the Bathgate Works and plant at 51,202l. 10s. 10d. The works are now all but complete. The balance-sheet shows that, in addition to the amount at which the works now stand in the books of the company, the inventory of the stocks in hand amounts (valued at cost price) to 205,592l. 10s. 6d., and the debts due to the company to 62,515l. 15s. 5d. The properties of the company containing minerals, and the balance remaining against mineral fields account, amount together to the sum of 72,698l. 9s. 2d. From the report of the mining engineer of the company, there exist in the properties and mineral fields representing this sum about 4,800,000 tons of shale and 700,000 tons of coal. Taking the estimated value 132,000l., against the sum of 72,698l. 9s. 2d. at 6s. per ton, makes the estimated value 132,000l., against the sum of 72,698l. 9s. 2d. without putting any value on the coal. The directors, after consulting with some of the shareholders who had applied to them on the subject, have resolved to recommend to alter the amount of the shares of the company from 100l. to 10s. each. The necessary resolution will be proposed to give effect to this alteration at the meeting to be held here on the 15th inst.

TRADE OF THE TYNE AND WEAR.

June 13.—The Coal and Coke Trades continue very good—the demand is quite as great as it has been for some time, and the supply is not equal to the demand. The output of coals is considerably decreased, owing to a great extent to the men working short time. Although the pits are worked generally eleven days in the fortnight, the average days worked by the men do not exceed four days per week, and in addition to this it must be considered that the pits work little more than ten hours per day, instead of twelve as formerly.

THE NORTHERN COAL FIELD.—As this coal field is almost fully occupied—that is, that portion of it which lies west of the German Ocean—the continued scarcity of coal must draw attention to the fact that more than one-half of it is beneath this sea. It has been considered by some writers that the lowest point of this basin has been found in the Harton Colliery, and that the course of the trough is south-east. Whether this is correct or not, the latest discoveries made by the exploring drifts at the Ryhope Colliery show that the coal still continues to dip here. It will be seen, however, that the dip is not uniform, but gradually decreases towards the east. From the shaft, a distance of 1080 yards to the east, the dip is 1 in 20, and the next stage, a distance of 440 yards, the dip is 1 in 630, and next, 170 yards, the inclination is 1 in 43, and 880 yards further the dip is 1 in 160, and 500 yards further the dip is 1 in 23. Here is a fault, which appears to throw the coal seams down, so that there appears to be no danger, so far as the exploring drift shows, of the seams getting too near the bed of the ocean for safe working. At any rate, a very considerable breadth of coal may be safely calculated upon.

With respect to the ventilation of these workings, the improvements lately introduced—the complete success of the Guibal fan for instance—must give great encouragement. There is, indeed, no longer any real difficulty to be apprehended in working out several miles of coal.

The machinery at the Ryhope Colliery, for hauling the coals out of the workings, is also very important. A powerful and splendid engine is placed on the surface for the purpose of compressing the air which is conveyed down the shaft, and into any part of the workings where it is required; and at any point where it is necessary to have engine-power an engine is placed and worked by this means, so that either for hauling, pumping, or winding an engine can be placed wherever it is necessary or useful to have one. Of course, this disposes of the question of deep and extensive mining, so far as the drainage of the mines of water is concerned, and the haulage of the coal; and this system of forcing the air into the mine, also, is of material advantage, and assists in the proper ventilation. It has been found that a drift can be well ventilated by means of a pipe taken from the engine when the air is exhausted, after working the engine; and, what is very important, the temperature of the mine is also much reduced. On the whole, it appears to be very probable that the attention of capitalists will at no distant day be directed to this portion of this great coal field, where a quantity of coal, practically inexhaustible, and of all kinds, may be expected to be found.

A new shaft is to be sunk at the Beckworth Colliery 14ft. in diameter, and a depth of 120 fathoms.

A complimentary supper was given to Mr. William Turnbull, of Hutton Colliery, on Saturday night last, at the King's Head Inn, on his leaving that place for Seaham Colliery. About 50 gentlemen sat down to supper.—Mr. Hopper, of Lyams Pit, presiding, while Mr. Matthew Robson, of the Downs, occupied the vice-chair. In the course of the evening Mr. W. Tulip, overman, presented to Mr. Turnbull a silver tea service, silver salver, and cake basket, and a brooch to Mrs. Turnbull, the amount having been subscribed by workmen and friends at Hutton.

REPORT FROM LANCASHIRE AND CHESHIRE.

June 13.—Our Coal Trade is still pressed to the utmost, and notwithstanding the advance of prices orders are still on the increase. The Staffordshire ironmasters are taking large quantities of fuel from the Lancashire coal fields, and would have a great deal more if they could get it. The colliery proprietors were in hopes that the increased remuneration to the men might have helped to send more coal to bank, but it would appear that the contrary has been the case, and the men are now talking of another advance in wages. In iron there is, perhaps, hardly so much activity, and this may be attributed to the indisposition of makers to pledge themselves for future deliveries.

The works recently started at Barrow are now in full work, and the iron shipbuilding trade has been considerably extended. At works in this branch of industry established little more than twelve months ago, upwards of 1000 men are employed, and in the course of a few months from 5000 to 6000 hands will be started. Shipping is brisk, and the foreign trade, for which increased facilities are contemplated, shows a disposition to expand very rapidly.

An adjourned conference of miners, to consider the propriety of introducing the eight-hours system at Lancashire collieries was held in Bolton on Tuesday, and reports were received from all parts of the country. It was stated that the masters, as a body, did not intend to offer any resistance to the adoption of the system, and a resolution was passed to the effect that it be put in operation on the first Monday in July next. This is the second attempt that has been made to adopt this mode of working. The last failed in consequence of the various districts in the county not being united on the subject.

In Oldham, Burnley, Kersley, Wigan, and nearly all the large towns of the colliery districts, meetings have been held by the miners to discuss the state of wages. The makers lay much stress on the fact that the masters have increased the price of coal to a greater extent in proportion than they have advanced the rate of wages. At the meeting for the Oldham district the men resolved to send in notices for an advance, and at Kersley it was suggested that a conference between employers and employed should be held.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

June 13.—The Iron Market of South Staffordshire has been without animation this week, owing to the arrangement pending in regard to the wages question, and the probability of further concessions having to be made to the ironworkers, according to the terms of the contract agreed upon in February last. A meeting was held in Wolverhampton yesterday (Wednesday), presided over by Mr. G. J. Barker, Chairman of the trade, at which were present the Council of the Ironmasters' Association, and 12 delegates representing the ironworkers of the district. The following resolution was passed unanimously:—

"That all bars sold by the 12 designated firms from 1/2-in. to 4-in. rounds and squares, and 1 in. to 6 in. flats (chamfered iron excepted) be taken into consideration by the accountant, who shall report the net average prices of the firms during the months of April, May, and June. The 12 firms to be the council of the association, 10 in number, and two additional ones to be chosen by the men."

Mr. B. Smith, of Wolverhampton, was unanimously elected accountant. In order to make this resolution clear, it may be well to mention that in February last a scale was agreed upon at a conference between ironmasters and ironworkers regulating the rate of wages for each half-year by the selling price of bars during the six months preceding. Now that the "official list" is abolished it became necessary to devise some means of ascertaining the actual quotations, and it was agreed that a sworn accountant should be employed to investigate the books of 12 representative firms, and thus ascertain the average selling rates. Quotations both for pig and finished iron have been firm, with an upward tendency, but makers are not anxious to book additional orders until the wages question is satisfactorily disposed of. A few small orders for sheets (singles) have been placed at 17l. 10s., and plates are equally strong in value. The pig-iron makers are not disposed to enter into additional contracts even at the current high rates, and complaints are made both in the pig and finished departments of the trade of the increasing dearth and scarcity of fuel and material.

The Millfields furnaces, near Bilston, which have for some time been standing idle, will in the course of a few weeks be put into operation by Messrs. Sparrow and Co., who have recently purchased the property. The Corbyns's Hall Ironworks, near Kidderminster, will shortly be offered for sale by the trustees of the deceased proprietor, Mr. W. Mathews.

The Coal Trade of South Staffordshire is extremely brisk, and the supplies are very inadequate to the requirements of the district. If the demand now being made by the colliers for a reduction of the hours of labour to eight per day should be conceded, the difficulty referred to will be considerably augmented. Coke is very scarce and dear, as much as 21s. per ton being asked for ordinary coke.

A splendid bed of coal, 6 ft. thick, has just been reached by the Wryley Colliery Company, at a considerable depth below the measures hitherto proved in that part of the district. A joint-stock company is in process of formation for proving and developing the minerals underlying a portion of Lord Hatherton's estate, a few miles south of Stafford. Prof. Ramsay's address at Dudley, on Tuesday (a report of which appears in another column), is likely to give an impetus to experimental boring through the Permian and New Red deposits, which separate this district from the coal fields of Shropshire and North Warwickshire.

In North Staffordshire business continues very brisk, alike in the Coal and Iron Trades, and the supplies are inadequate to the prevailing demand. The demand for the colliers for advanced wages is likely to bring about some difficulty, as the masters seem indisposed to make any further concessions. The demand for iron is very active, and all the works are in buoyant operation.

PRESENTATION TO THE PRESIDENT OF THE SOUTH MIDLAND INSTITUTE OF MINING, CIVIL, AND MECHANICAL ENGINEERS.—The chief mining engineer of the Lilleshall Company in Shropshire (Mr. EDWARD JONES), who has been elected the new President of the South Midland Institute, has been welcomed to his new office by certain influential members of the society in a very pleasing manner. On Tuesday he was presented with his portrait in oil, handsomely framed, and bearing an inscription which spoke of the high estimation entertained by the donors—about 30 of whose names are given—of his professional ability and private character, and in grateful recognition of the handsome and generous hospitality with which the Institute was welcomed when the members visited the extensive collieries and works of the Lilleshall Company. That visit was duly reported at the time by the *Mining Journal*; and it is fairly regarded by the Institute as one of its red letter days. During his speech Mr. JONES had occasion to speak twice during the presentation, which took place at his residence. On behalf of himself and his family he heartily reciprocated the kindly sentiments of the donors, and hoped that they should be permitted many opportunities for social intercourse, and for the interchange of views upon the important scientific subjects connected with the pursuit of mining. Referring to the visit of certain members of the South Midland Institute to Lilleshall, he expressed a hope that, now that the ice had been broken, their

visits would be renewed, and he hoped that the time would not be far distant. He should expect, and was sure he should meet with, similar welcome at the hands of each of them when he should go to Wolverhampton. It was a source of refreshment to him to see the improvements taking place elsewhere, and he had experienced the hospitality of colliery proprietors throughout the country. Mr. JONES in repeating his thanks to the South Midland Institute, affirmed his belief that, with a good working council, like that they now possessed, they should restore the Institute to the influence and position that it had formerly enjoyed. Although he had been elected by so large a majority, he was gratified that he had been elected by so large a majority. Nothing should be wanting on his part to improve the affairs of the Institute, the importance of which in a scientific respect was becoming greater year by year. The knowledge imparted through its medium was valuable not only to themselves but to the public at large. It was requisite that those engaged in mining pursuits should be conversant with the laws of the country, and that they have sufficient regard to the rights of humanity. Colliery proprietors ought not to consult their interests alone, but pay a due attention to the safety of human life, and to the preservation of the health of their men by adopting machinery, and improving the ventilation of the mines. At the same time, when the consideration of the employers was being thus shown in promoting the comfort and happiness of the men employed, it was but fair that the men on their part should place confidence in their masters. At present the reverse seem to be the case, and men rather appeared to be taking advantage of their employers and increasing their exactions. He, however, trusted that with education, an improved social condition the men would at length reciprocate the good feeling of the masters, and give them credit for desiring their welfare and contentment. The visitors were entertained at Granville Lodge in the true Shropshire fashion before they left.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

June 13.—Trade in all parts of Derbyshire is still very active in pig and manufactured iron. The collieries are also doing a good business, and the high prices which have prevailed for some time has led to an advance of wages to the miners, in most instances unsolicited. Notice has been given to those colliery proprietors whose men belong to the South Yorkshire Miners' Association, which has now several lodges in North Derbyshire, that an advance of 10 per cent. will be required. The demand, no doubt, will be conceded. In South Yorkshire itself there is great discontent amongst the colliers, a large number of them being of opinion that 10 per cent. advance is not sufficient, seeing that in West Yorkshire the men's wages have been increased to the extent of 20 to 25 per cent. The latter, however, have never been so well paid as the former. As it is there is great irritation, and meetings have been held for the purpose of opposing the executive and obtaining an advance of something like 20 per cent. On Monday the delegates will meet at Wombwell, and their decision is looked forward to with no little interest. A large tonnage of coal is being sent from the district to London, and also to Hull and Goole for shipment. A considerable trade in coal is likely to be opened out with Norway, as a number of colliery proprietors in South Yorkshire have agreed to purchase and ship their own timber direct from that country. Accordingly, the Norway Timber Company has been formed, with a capital of 10,000l., and arrangements have been made for a place for shipment in the island of Rohgleden, on the river Skien, which will only be a run of 24 days steamer to the Humber. The vessels, after discharging their timber, will take return cargoes of coal.

The Sheffield trades are all very brisk, but in some of them the wages question has led to some inconvenience, and in one instance to a strike. The armour-plate, as well as the rail shops and boiler plate mills, are being fully worked. Cutlery of every description is also in request, and a good business is being done with America and several parts of the Continent. There are considerable orders in hand for Bessemer rails, as well as for steel files, saws, and tools.

A new coal field of 800 acres is about to be opened out at Hands-worth Woodhouse, about three miles from the town. There are several beds of coal of a workable character, including the Swallow Wood, about 60 yards from the surface, and about 5 feet thick, beneath which is the Flockton seams, the Parkgate, the Thorncliffe, and the Silkstone, 350 yards from the top.

DEMONSTRATION OF MINERS NEAR BARNESLEY.—The colliers in the employment of Earl Fitzwilliam, at Elsecar, had an open-air meeting on Tuesday in the Recreation Ground. Upwards of 2000 persons were present. It appears that in 1839 the men in his lordship's employ joined the Miners' Association, but were not allowed to resume work until they had given up all connection with it. They did after being locked out for nine weeks. Mr. P. Casey, in a forcible address, explained the objects and principles of the South Yorkshire Miners' Association, pointing out the benefits it had conferred on the colliers connected with it, as well as their families. Not only, he said, had the association made ample provision for its members in sickness, but maintained their widows and children so as to keep them from requiring parochial relief; whilst, by its example, it had been the means of improving the position of the miners in other parts of the kingdom. Mr. Chapman then moved a resolution stating that, after hearing the address of Mr. Casey on the advantages of the South Yorkshire Miners' Association, the meeting unanimously agrees to start a branch of the association at Elsecar, and the meeting should stand adjourned for the election of officers. The resolution, having been seconded by Mr. Ibbotson, was put to the meeting, and agreed to. A vote of thanks to Mr. Casey and the Chairman brought the proceedings to a close. The lodge at Elsecar would be about the largest in the district.

DINNER TO WORKMEN.—Messrs. Haworth and Co., of the Silkstone Main Colliery, near Barnesley, invited the whole of their workmen to an excellent dinner at the Sailor Boy Inn, Cawthorne Basin. Upwards of 1500 sat down, the chair being occupied by Mr. Gilbert, one of the proprietors.—The Chairman stated the object of the gathering was to congratulate the men on the steady and peaceable policy they had pursued since the colliery had been opened out. It was fully intended to make the colliery one of the most important in South Yorkshire, and before long the output would be from 1000 to 1500 tons a day.—Mr. P. Casey addressed the men at some length, and warned them against taking part in a movement going on at the present time in opposition to the South Yorkshire Association, and in regard to the wages, duly considering that the advance of 10 per cent. asked for by the executive was not sufficient. Several toasts were given, including the Chairman and officials, and responded to.

REPORT FROM MONMOUTH AND SOUTH WALES.

June 13.—There are not many fresh transactions to be reported in the Iron Trade, for the reason that the ironmasters are not able to undertake the orders offered. As far as the demand is concerned, there is a continuation of activity, and if the requirements of purchasers were fully met a large business would be done. The manufacture is, however, curtailed, not for the want of works, but through lack of materials. The scarcity of fuel and ores is still complained of, and there is little likelihood of this grievance being removed. Skilled workmen are also scarce, and those who are secured do not seem in the best disposition for labour. There is a general cry for a reduction of the hours of labour, and at a time like the present, when every hour's labour is so valuable, the prospect of fewer hours being worked is not a little perplexing to employers. There is little or no chance of increasing the number, because, although migration is going on extensively from this to other iron-making districts, there is no return. A further agitation for another advance in wages is spoken of. Under the circumstances, therefore, it is not a little surprising that makers are able to turn out the large quantities they do. As compared with the corresponding period of last year, the make shows a decrease, although the demand is greater. In May last year the total quantity of finished iron cleared from the district to the various foreign markets reached 59,607 tons, whereas in May this year the exports did not exceed 44,945 tons. This falling off is entirely attributable to the scarcity of fuel, and raw materials and labour. Advances from America are somewhat more encouraging, and there is reason to believe that the largest portion of the production of this district will still have to be sent to the markets of that country. As to other quarters, the prospects are much about the same. Canadian contracts are being pushed forward with all possible expedition, but it is doubtful whether all the orders will be executed before the close of the shipping season. Some of the establishments continue largely employed on Australian and Indian engagements. Sheet-iron is in great request, and high prices are paid readily for prompt supplies. Home enquiries are still active, and makers endeavour to divide their time between home and foreign business as fairly as they can.

The old Abernaw works, near Glyn Neath, are about to be resuscitated. The property has been taken by Capt. Jarvis, and he has set a number of men to work to prepare the works for manufacturing operations.

A large degree of prosperity still attends the Tin-Plate Trade, which induces proprietors to make further extensions to their works. An extensive new forge, covering an area of 180 ft. by 143 ft., has been added to the Llyw-darth tin-plate works at Maesteg. It consists of six puddling and two balling and re-heating furnaces, and the proprietors will in future be able to manufacture their own bars. In the course of another month an entire new mill is expected to be in work at the same establishment, when the make is likely to be increased to 1200 or 1500 boxes per week.

In regard to the Coal Trade, it is maintained by some that the high prices which prevail for coal are beginning to check the demand, and that it is not improbable that the next few weeks will witness a further contraction of requirements. It must be confessed, however, that there are no visible indications of the check spoken of, coalmasters and merchants having their books so full of orders that few of them are in a position to treat freely for fresh engagements. As far as present appearances are concerned, therefore, there is no likelihood of a reaction. While matters are apparently going on satisfactorily and smoothly, it is much to be regretted that the men have once more commenced an agitation for further concessions in regard to wages, hours of labour, and other things. Only at the commencement of this month a fresh advance of 10 per cent. was conceded to them, yet before 10 days have elapsed they are agitating for something more. This cannot fail to disturb

existing relations, and materially interfere with business transactions, and it is to be hoped that the delegate meeting which is to be held next week will see the wisdom of letting well alone.

The Severn Tunnel Railway Bill has been before the Lords Committee this week, and was, as expected, passed. The Great Western Company support the scheme, and if carried out successfully there is likely to be a large coal trade between this district and the West and South of England.

The *South Wales Evening Telegram* states that important negotiations are now in progress with the view of bringing the Aberdare and Merthyr coal traffic to Newport over the Sirhowy and Monmouthshire Railways. The gradients of the Pontypool road route are unfavourable for heavy traffic, while from Tredegar Junction over the Sirhowy and Monmouthshire Railways the gradients for the entire distance are in favour of the road. A great saving in distance, time, and the wear and tear of the rolling-stock will be effected if the Great Western directors are able to come to terms with the other companies interested.

Since last report the New Birch Rock Colliery, the property of Mr. J. Glasbrook, has been opened by His Grace the Duke of Beaufort, at Pontardulais, near Swansea. In this colliery a splendid seam has been struck, and the undertaking is likely to prove highly remunerative to the proprietor.

The sale of the Queen Charlton Estate, belonging to Mrs. Eliot, wife of the Dean of Bristol, is postponed, in consequence of the report of the Royal Commission on Coal, which states that immense beds of coal underlie the whole property of 1000 acres, much of which, and where the coal is not far from the surface, is situated close to the Keynsham Station on the Great Western Railway.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

DOLCOATH AND NEW ROSEWARNE.—I observe from the report of Dolcoath that the total value of the different points in operation is 4387. per fathom, and the returns of tin, at a cost of 55000. per month, are equal to 10,000., showing a profit of 45000. a month. In New Rosewarne the points in operation have been for some time valued at about 5500. per fathom, and the costs are comparatively trifling. With ample stamping power, then, what profits ought New Rosewarne to make? I have no wish to make invidious comparisons, nor in any way attempt to depreciate the grand old mine; but I want to know why Dolcoath stands at 330,000. market value, and New Rosewarne at 45,000. The tin at the latter mine is the richest in Cornwall, and can be worked at such a trifling cost, that a profit of 20000. or 30000. per month ought to be made when sufficient stamp-heads have been erected. Taking the profit at 20000. per month, and there is, I am told, tin ground enough already discovered to do this for a long time, the mine at five years' purchase only would be worth 120,000., or 24. per share.—N.

HINGTON DOWN.—This is one of the few British mines producing copper ore in any quantity—the last month's sale having realised over 16000., leaving a profit of 11000. for the month. The dividend paid last quarter was 5s. per share; but a profit of 11000. per month will give a dividend of 10s. per quarter, and carry on a balance. The shares are about 71., at which price, with the present profits, they will yield about 30 per cent., with every prospect of increased returns, and copper rapidly rising—in fact, a rise of 5s. per ton has taken place since the last monthly sale. With these facts the shares would be cheap at double their present price. In the 120 west the lode is much improved; the part carried (5 feet) is a fine course of ore, worth fully 600. per fathom, with more lode standing to the north. The lode in the bottom of the 110 is of great width, and is worth fully 800. per fathom.

NORTH BONNY.—The carriage, per tramway, of the tinstuff to the stamps is 34. per ton, not 3s., as stated in your last number.

NEW GREAT CONSOLS AND WEST GREAT CONSOLS.—The directors have purchased 70 acres of land, on which they intend to erect 300 cottages for the labourers, houses being deficient in the locality.

ROCHE AND ST. AUSTELL CONSOLS.—The company have purchased 13 acres of freehold for the erection of 30 houses for the labourers.

DOLCOATH.—With a view to the extraction of more tin from the stuff raised, the manager is erecting 600 "frames" on the side of Tuckingmill valley. The surface workings (dressings) will be carried on (by gas-light) by night. By these means, no doubt, the dividends will be considerably increased.

WHEAL MARY.—This mine bids fair to become one of very great profit to the shareholders. Immense quantities of tin ore are already at surface for the stamps, and the works are being pushed forward rapidly.

ST. AGNES CONSOLS.—Amongst the numerous agents who have inspected the mine may be mentioned Capt. J. Vivian, J. Pope, James Evans, of Nancon, John Gilbert, of West Basset, George E. Tremayne, of Wheal Rose, and J. Nancarrow, of Camborne. All these authorities agree as to the mode of working, which is the same as that being now adopted, and all agree also in thinking that the prospects are of a highly encouraging character. The engine-shaft is being sunk with all possible dispatch, and the eastern and western levels are being pushed on. No doubt important results will follow the energetic working, and probably no one will question the fact that this is likely to become one of the best properties in the St. Agnes district.

VAN CONSOLS.—An extraordinary general meeting of shareholders was held at the London Tavern on Monday, for the purpose of confirming the special resolutions passed on May 22 (Mr. J. Little in the chair). The resolutions were unanimously confirmed.

NORTH TRELEIGH WOOD.—These shares are being absorbed by influential capitalists, and competent authorities fully anticipate that as soon as the machinery is in operation the returns of tin and copper will be immediately made, and profits realised.

PERRAN WHEAL VYVYAN.—Satisfactory progress is being made in deepening the lode in the blue ground; stones of lead ore being found, and the general indications of an early success are most encouraging.

PENSTRUTHAL CONSOLS.—The operations at this mine are being vigorously carried on. Messrs. John Kendall and Joseph Michell give most satisfactory accounts (see reports in this day's Journal). The lode in the bottom of High-purrow shaft (although not noticed in their reports of this day, sinking being suspended to enable the levels east and west to be pushed on) is worth 1200. per fathom. The 10 east is worth 400. per fathom, and the 10 west 500. per fathom. The adit level west is worth 200. per fathom. The lode at the deep adit level, in the south part of the mine, is worth 400. per fathom. Value of shafts and ends 2700. per fm.

EXCELSIOR.—The recent important discovery at this mine is holding good, the lode still worth 500. per fathom. The fact of this being the great Holmshush lode, and cut in the granite, is of the utmost importance.

FOREIGN MINES.

CAPE (Copper).—Bills of lading are received for 550 tons of copper ore, per Ocean King (sailed April 15), and 625 tons per Antonio Vincent (sailed April 21). The Mabel had arrived at Hongkong. (Since last report 525 tons of ore, ex Juliet Daniel, have been sold by private contract, at 21s. 6d. per ton (not yet assayed); 495 tons of ore and 40 tons of regulus, ex Fairway and Danube, have been put forward for sale by public ticket on the 25th instant.)

BIRDSEYE CREEK.—Telegram from the superintendent, Mr. G. S. Powers, June 13:—"We have cleaned up, after a run of 30 days. The gross returns are \$9500; the profit is \$5000. I send you a remittance of \$5000."

JAVALL.—Captain Sohns, May 6: The mill is in thoroughly good order, and by the end of May he calculates to have 1200 tons of good quartz right in front of the stamps ready for crushing as soon as the rainy season commences. He had made a contract to have the tailings washed, and about 60 tons had been washed, producing 2500. of gold, being about 8 dwts. to the ton, and he intended to put wash right in front of the mill as soon as it starts, so that more could be washed and lost not. The expenditure for the month was 4150. 10s. 6d.

CAMP FLOYD.—Private advices, received yesterday, from Salt Lake city state that the Camp Floyd Mining Company's property continues to improve, and that already 3000 tons of ore, worth 200. per ton, was out ready for working. The mill will start in about another week. The managers at the mine feel confident that they can pay 6 to 7 per cent. per month upon the capital of the company.

UTAH.—J. R. Murphy, May 22: Red Warrior: Still breaking down ore in this mine, but not raising to surface beyond what is required to form a passage for the men to move about in the mine. The west level from main shaft continues being run, now in 36 ft.; about 30 ft. further to run to connect with Red Warrior. The placing of machinery is progressing well, the boilers are set in masonry, and the foundation for engine is two-thirds the way towards completion. We expect to have them in running order about the first week in June. Owing to a press of matters at the works, and the necessity of going to Wyoming to secure charcoal and mineral coal, the mining report for the second week in May was deferred to the present. The Red Warrior is looking very fine on every side where ore is being taken down.

BENSBURG.—J. W. Hoffmann, June 8: There is nothing particular to report this week. The work of the previous week was continued, 5 fathoms of the trenching was done, making now a total of 8 fms. We met with further good ore, carbonate and wash ore, particularly at the bottom of the trench, which is quite in unity with our past experience—that the deeper we go the richer the ore becomes. The Liverpool engine and boiler have arrived, and will be delivered at the mine on Sunday. On Wednesday next the rolls and the washing-drum will be delivered.

[For remainder of Foreign Mines, see to-day's Supplement.]

FLAGSTAFF.—The *White Pine Daily News* of May 22, under date Salt Lake, Utah, May 21, has the following:—"Judge Strickland to-day delivered his opinion in the great Flagstaff Mine case, refusing injunction."

SOUTH AURORA.—A new strike was recently made in the Iceberg on Chlorite Flat by Jim Logan, said to be as rich as any ever found on Treasure Hill. The Iceberg is one of the three mines recently ceded to the South Aurora Mining Company by the vendors, according to arrangements made by those gentlemen with the shareholders' committee. The company holds the U.S. patent.—*White Pine Daily News*, May 23.

DOMINION OF CANADA OILS REFINERY COMPANY.—The following satisfactory advices have this week been received from the general superintendent, and from the engineer, at the company's works. Mr. Storin states—"The weather is very favourable, and we are getting on exceedingly well with our operations. Mr. Wilks will get up steam probably to-morrow, in order to test the boiler and engine. I hope by next week's mail to let you know when the manufacturing manager will begin to make oil." Mr. Wilks, the engineer, states, under date May 28—"I have finished the machinery. I am now filling the boiler with water. To-morrow I intend to raise steam to test machinery completed."

"HANDY BOOK FOR INVESTORS."—The second edition of the handsome and useful volume bearing this title has just been issued by Messrs. BARTLETT and CHAPMAN of Cornhill, and as it comprises a sketch of the rise, progress, and present position of every species of investment, British, Colonial, and Foreign, including an estimate of their comparative safety and profit, and historical and statistical notices of foreign states and British possessions, its value to investors generally can readily be estimated. There is a chapter upon the difficulty of making a selection for small investments, which forms a good introduction, and then the funds

and the national debt, Government securities, Indian Government securities, the Bank of England, joint-stock companies, railways and banks, financial and discount companies, mines and mining, &c., are in turn treated of. The volume, which extends to upwards of 500 pages, contains an enormous mass of information, given in an interesting style that it can be read with pleasure; and, as very much of it could doubtless be turned to profitable account by capitalists, it should be extensively read.

Contract for Gas Coals.

THE DIRECTORS of the SWANSEA GAS-LIGHT COMPANY invite TENDERS for the SUPPLY of TEN THOUSAND TONS of the BEST GAS COALS during the Twelve Months ending 1st day of July, 1873, in such Monthly Quantities as is hereby specified:—

July, 1872.....Tons	500	January, 1873.....Tons	1000
August, 1872.....	600	February, 1873.....	1000
September, 1872.....	800	March, 1873.....	900
October, 1872.....	900	April, 1873.....	800
November, 1872.....	1200	May, 1873.....	600
December, 1872.....	1200	June, 1873.....	500

The coals are to be of the best of their several kinds, to be as free as possible from sulphur, bats, bind, refuse, and dirt. To be delivered dry and in good condition, free of all rates and charges, on to the company's weighbridge at the Gasworks, Swansea.

Terms of payment on or about the 14th day of each month, in cash, less 2½ per cent. discount.

The South Docks are within 160 yards of the Gasworks, and rails are laid from the works in direct communication with the whole of the narrow-gauge system.

Each tender must state the prices per ton; quantities and description of coals proposed to be delivered; whether screened large, rubble, thro' and thro', nuts or cobbles; and the veins from which the coals are worked.

The directors reserve to themselves the right of accepting or rejecting one or more tenders for the supply of a portion or the whole quantity of coals required; and likewise, they do not bind themselves to accept the lowest or any tender.

Enquiries may be made, and sealed tenders be addressed and sent in to me, the undersigned, on or before Tuesday, the 25th day of June next.

THORNTON ANDREWS, Secretary and Manager.
Swansea Gasworks, 23rd May, 1872.

TO RAILWAY COMPANIES, AND CONTRACTORS.

THE DIRECTORS of the NORTH LONDON RAILWAY COMPANY are prepared to RECEIVE OFFERS for the PURCHASE of FIVE TANK LOCOMOTIVE ENGINES.

In good working order. The engines can be inspected at the Company's Locomotive Works, Bow, London, E., and full particulars obtained by application to the Locomotive Superintendent, at Bow.

By Order, ROBERT S. MANSELL, Secretary.
Euston Station, London, N.W., 6th June, 1872.

NORTH LONDON RAILWAY COMPANY.

COAL WAGONS FOR SALE.

The Directors of the North London Railway Company are PREPARED to RECEIVE OFFERS for the PURCHASE of NINETEEN COAL HOPPER WAGONS, in good working condition, capable of carrying about 5½ tons of coal.

The wagons can be inspected at the Company's Works, Bow, London, on application to the Locomotive Superintendent, at Bow.

By Order, ROBERT S. MANSELL, Secretary.
Euston Station, London, N.W., 11th June, 1872.

THE ERIE RAILWAY COMPANY.

The London Directors beg to intimate that the TRANSFER BOOKS of the company will be CLOSED in NEW YORK on the 10th June, and that shares cannot now be forwarded for registration until after the election on the 9th July. Proxies will be received at this office until the 27th June.

By order of the Board, FRED. W. SMITH, Secretary.
86, Gresham House, London, 31st May, 1872.

THE FLAGSTAFF SILVER MINING COMPANY OF UTAH

(LIMITED).

THE FIFTH MONTHLY DIVIDEND OF FOUR SHILLINGS PER SHARE will be PAID THURSDAY, the 20th inst. The Transfer-books will be closed on Wednesday, the 19th inst. Transfers will be received up to Four o'clock on Tuesday, the 18th inst. By order, J. R. GOLE, Secretary.

5 and 6, Great Winchester-street-buildings, London, E.C., June 12, 1872.

ST. JOHN DEL REY MINING COMPANY

(LIMITED).

Notice is hereby given, that the ANNUAL ORDINARY GENERAL MEETING of this company will be HELD at the London Tavern, Bishopsgate-street Within, on WEDNESDAY, the 26th day of June next, at Two o'clock precisely, to receive and adopt the directors' report of the company's proceedings since the last general meeting.

JOHN HOCKIN, Managing Director.
8, Tokenhouse-yard, London, E.C., 10th June, 1872.

The Transfer-books of the company will be closed from Thursday, the 20th, to Wednesday, the 26th June, both days inclusive, and also on Tuesday, 2nd July.

EIGHT PER CENT. PUBLIC WORKS LOAN OF 1872,

OF THE REPUBLIC OF PARAGUAY.

Notice is hereby given, that the SCRIP CERTIFICATES of the above Loan are NOW READY, and will be exchanged for the bankers' receipts for the amounts paid on application and allotment, on and after WEDNESDAY, the 19th inst.

ROBINSON, FLEMING, AND CO.
21, Austinfriars, London, 12th June, 1872.

TAQUARIL MINE.—WANTED TO PURCHASE, SHARES.

State number and lowest price for cash, to "B. T." care of Mr. Grugon, 75, Old Broad-street, E.C.

MR. R. PERCY ROBERTS

FINANCIAL AGENT,
60, ENGLISH STREET, CARLISLE.

GENERAL MINING OFFICES,

BEDFORD FOUNDRY, TAVISTOCK,

CONDUCTED BY

MR. CHARLES F. COLLOM,

MINING ENGINEER, AGENT, AND SURVEYOR.

Who undertakes the entire local management of Mines, including Dripping, making accurate Underground Communications and Plans, at a stipulated salary.

Mines Inspected and faithfully Reported on, orders for which purpose should be made for Mr. Collo, or his Agent.

Promoters of New Mining Enterprises (which will bear the strictest scrutiny) rendered every assistance.

Investments in Mines arranged for Capitalists,—the condition of the companies, as well as the prospects of the Mines, being first strictly investigated.

RICHARD MICHELL, MINE SHAREDEALER

AND COMMISSION AGENT, REDRUTH, CORNWALL, is in a position to deal, at close prices, in all the leading mines of the day, and having had 25 years' experience in the mining market, is enabled to guide capitalists to safe investments, and will guarantee a profit of at least 25 per cent. to those who act under his special advice.

Redruth, being situated in the centre of the great, rich mining district of Cornwall, affords R. M. the opportunity of obtaining the earliest reliable information respecting the state of the mines, and applying it to the interests of his clients.

Address, Mining Offices, Redruth, Cornwall.

JOHN KEANE AND CO. STOCK AND SHARE BROKERS,

32, GREAT ST. HELEN'S, LONDON, E.C.,

Transact business in all descriptions of British and Foreign Stocks, Railway, Bank, Telegraph, Gas, and Mining Shares at the closest market prices, either for cash or account.

Reliable information given with regard to all home and foreign mines on application.

Bankers: The London and Westminster Bank, Lothbury, E.C.

Telegrams promptly attended to.

J. K. and Co. have SPECIAL BUSINESS in the undermentioned:—

Birdseye, Cedar Creek, Mossdale, New Hington.

Camp Floyd, Gold Run, Sweetland Creek.

NOTICE.

INVESTORS' GUIDE should be consulted by all Capitalists seeking SAFE AND PROFITABLE INVESTMENTS.

INVESTORS' GUIDE contains the most reliable information relative to Mining, Banking, Railway, Insurance, Dock, Hotel, and other Companies.

June number (now ready) contains the particulars of the ALLY-CRIB LEAD MINE, which will soon become, without exception, THE RICHEST MINER IN WALES. Shares, which can now be purchased at 25s. per share, will very soon be worth £20.

INVESTORS' GUIDE, published monthly, and forwarded POST FREE on application to—

JOSEPH FELL AND CO., 38, GREAT ST. HELEN'S LONDON, E.C.

MR. T. W. GREENFIELD,

PUBLIC ACCOUNTANT, AUDITOR, STOCK AND SHARE BROKER

CAPTAIN ABSALOM FRANCIS,

GOUGHAN, ABERYSTWYTH,

MINING AGENT, ENGINEER, AND SURVEYOR.

The great success which is attending the opening and working of the Mines in the counties of Cardigan and Montgomery, and the many properties placed at the disposal of Capt. ABSALOM FRANCIS, induce him to offer his services either to ADVISE, INSPECT, REPORT, or SURVEY, for Mining Companies or private shareholders.

For terms, apply to Capt. ABSALOM FRANCIS, as above.

MESSRS. CAMERON AND CO., SHAREBROKERS,

CHESTER, TRANSACT BUSINESS IN BRITISH AND FOREIGN STOCKS, and all marketable MINING and other SHARES, at close market prices.

Messrs. CAMERON and Co. being in communication with some of the most experienced mine agents of the day, are in a position to furnish to correspondents valuable and trustworthy information on Mining Investments in the United Kingdom, and elsewhere.

OFFICES: BRIDGE STREET CHAMBERS, CHESTER.

ST. AUSTELL HEMATITE IRON ORE COMPANY

(LIMITED).

Capital £60,000, in 6000 shares of £10 each.

1000 vendors will not receive any dividend till the remaining 5000 shares have received 10 per cent.

Payable—£1 on application, £2 on allotment, £2 on 1st August, and the balance at intervals of not less than three months, if required.

DIRECTORS.

JOSEPH DODDS, Esq., M.P., Ironmaster, Stockton-on-Tees, and Reform Club, London—CHAIRMAN.

W. R. INNES HOPKINS, Esq., J.P., Ironmaster, Grey Towers, Middlesbrough, and Junior Carlton Club, London—VICE-CHAIRMAN.

T. S. WEBB, Esq., 85, Gracechurch-street, late Manager of the Titanic Iron and Steel Company, Norton.

GEORGE DYSON, Esq., Iron Merchant, Middlesbrough.

F. WILLIAMS, Esq., Iron Merchant, Middlesbrough.

S. H. ROBINSON, Esq., Merchant, Sunderland.

MANAGING DIRECTORS.

NATIONAL PROVINCIAL BANK OF ENGLAND, LONDON, and BRANCHES.

SECRETARY (pro tem).—MR. WILLIAM KING, 85, Gracechurch-street, London.

ABRIDGED PROSPECTUS.

This company is formed for the purpose of taking over as a going concern the well-known hematite iron ore mines of Kernick and Bodennick, in the county of Cornwall, and the interest of the present proprietors therein, for the purpose of developing the same, so as to bring larger quantities of ore to an immediate market, and making a railway up the valley of the River Fal to bring the minerals of that district to the Cornwall Railway for shipment at Falmouth.

The ore from these mines is a brown hematite, remarkably rich and free from deleterious substances, as shown by the analyses made by Dr. Noad, F.R.S., and Dr. Perkins.

Taking the total cost of raising, shipping, and conveying to Wales at an average rate of 12s. per ton, and the present selling price at a minimum of 15s. per ton, and assuming the yearly output not to exceed 50,000 tons, the net profit will amount to £15,000, which will afford a dividend of 25 per cent. on the entire capital.

The whole property is sold for £30,000, one-third in paid-up shares of the company, upon which no dividend shall be payable till the other shareholders shall have received a dividend of 10 per cent. per annum, and two-thirds in cash by instalments, as named in the contract. Possession of the entire property is to be given to the company immediately.

Two of the present proprietors remain as directors for three years.

N.B.—Copies of reports and analyses, with forms of application, can be obtained at the company's offices. The three analyses in Mr. May's report show from 55 to 56 per cent. of metallic iron, no sulphur, and less than one-third per cent. of phosphoric acid.

ST. AUSTELL HEMATITE IRON ORE COMPANY

(LIMITED).

THE LIST of APPLICATIONS for SHARES in this company will be CLOSED TO-MORROW (Saturday), 15th June, for LONDON, and on MONDAY, 17th June, for THE COUNTRY. By order, W.M. KING, Secretary.

No. 85, Gracechurch-street, London, June 14, 1872.

ISSUE OF 6000 SEVEN PER CENT. PERPETUAL FIRST MORTGAGE

DEBENTURE BONDS OF £100 EACH, OF

THE NORTH WESTERN RAILWAY OF

MONTEVIDEO COMPANY (LIMITED),

(FROM SALTO TO SANTA ROSA)

With interest guaranteed by the Government of Uruguay for 40 years from the date of opening of each section of the railway, under authority of the law of the Chamber of Representatives and of the Senate, passed October, 1868, and in pursuance of decrees of the Government.

LENGTH OF LINE 110 MILES.

Price of Issue £80 per £100 Bond.

Yielding to the investor £8 15s. per cent. per annum.

DIRECTORS.

JOHN CHAPMAN, Esq., Chairman of the Great Southern of India Railway, London.

ALBERT RICARDO, Esq., Deputy Chairman of the Bedford and Northampton Railway, London.

GEORGE SHEWARD, Esq., Chairman of the Sambre and Meuse Railway, London.

FRANCIS TOTHILL, Esq., Director of the Monmouthshire Railway, London.

SEÑOR DON PEDRO SAENZ DE ZUMARRA, Merchant and Banker, Montevideo, Uruguay.

SEÑOR DON RICARDO WILLIAMS, Banker, Salto, Uruguay.

ALEXANDER K. MACKINNON, Esq., Director-General of Public Works, Montevideo, Uruguay.

ENGINEER.

here earned profits amounting to 16 per cent. per annum on the whole capital of £1,000,000, the tariff may be revised by the Government, in accord with the company.

A contract has been made with Messrs. Clark, Punched, and Curry, who have undertaken to complete the entire railway, with stations, rolling stock, telegraph, &c., in accordance with the terms of the concession, on or before the 31st Dec., 1874.

The contract provides that the interest payable on the capital of the company shall be paid by the contractors until and up to the opening of each respective section, at which time the Government guarantee will come into force; so that the day of payment of their subscription will be the day of payment of their interest half-yearly from the capital of the company is £500,000 in shares and £600,000 in debenture bonds, the latter being now for subscription.

The Republic of Uruguay is increasing rapidly in wealth and population. The import and export trade, by the statement of the Government Commissioner on the issue of the last Uruguay Loan, are shown to exceed £8,000,000 per annum, having doubled itself in ten years, and increasing at a faster rate than either that of Brazil or the Argentine Republic. A large European emigration has set steadily in, and the population is rapidly increasing, that of the capital city of Montevideo being about 120,000.

As regards traffic, this must undoubtedly be very large, as the railway forms a main artery of communication with an Atlantic port, not only for the fertile domain of the Salto, which it traverses, but for other States and a large portion of the continent of the Salto, which is traversed by the whole of Western Europe. This is watered by the River Uruguay and its tributaries, the port of which, for the purpose of the Salto, is the southern terminus of the railway. Here a series of small, common, which make all regular through transit between Salto and Santa Rosa, impossible, for a distance of upwards of 100 miles parallel to the railway, but at its northern terminus, Santa Rosa, an inland navigation commences, which extends far into the Empire of Brazil. The railway thus affords the outlet to the Atlantic for the produce of this vast and fertile territory.

Considerable attention has been attracted to the remarkable traffic returns of the railways existing on the southern side of the River Plate, in the Argentine Confederation, and their continued increase promises to rank them amongst the most remunerative railways known.

The Southern Railway of Buenos Ayres has just declared 9 per cent. dividend on its share capital, after providing for debenture interest.

The Northern Railway of Buenos Ayres has earned during the year 1871 a gross revenue of £74,811, equal to about £76 per mile per week, and a net income of £20,213, equal to 13 per cent. on the total capital of the company. Their earnings during the present year, so far as received here, show a still further increase—being equal to about £82 per mile per week.

There can be little doubt that the traffic on the North Western Railway of Montevideo, on the north side of the River Plate, will rapidly surpass the amount of 7 per cent. guaranteed by the Government, and pay much higher dividends.

The amount of guarantee of the Montevideo Government is equal to £700,000 per annum, whilst to pay the interest on the company's debenture bonds £42,000 per annum only is required, and, irrespective of all guarantee, a gross traffic of only about £15 per mile per week would be sufficient—allowing 50 per cent. for working expenses—to meet the interest on the bonds.

It will be seen by the foregoing details that a basis of solidity and security exists for the bonds now for subscription, and at the same time yielding an unusually large return on the amount invested.

J. B. DAVIDSON, Secretary.

112, Cannon-street, London, E.C., 14th June, 1872.

THE NORTH WESTERN RAILWAY OF MONTEVIDEO COMPANY (LIMITED).

Issue of 6000 seven per cent. Perpetual First Mortgage Debenture Bonds of £100 each.

Price of issue £80 per £100 bond.

FORM OF APPLICATION.

To the Directors of the North Western Railway of Montevideo Company (Limited).

GENTLEMEN,—Having paid to your bankers, Messrs. Roberts, Lubbock, and Co.,

£15,000, the sum of £15,000, in full of the £100 each of the

Perpetual First Mortgage Debenture Bonds of £100 each of the

North Western Railway of Montevideo Company (Limited), issued at £80 per bond,

I request you will allot to me that number, and I hereby agree to accept the same,

or any smaller number that may be allotted to me, and to pay the balance due

thereon in terms of the prospectus dated 14th June, 1872.

Name in full _____

Address _____

Description _____

Signature _____

Date _____

WHEEL SPEED UNITED TIN AND COPPER MINING COMPANY (LIMITED).

Capital £20,000, in Shares of £1 each.

5s. to be paid on application.

DIRECTORS.

WM. BECKWITH, Esq., formerly Manager of the Foxdale Mine, and late of the

Great Lixey Mining Company, 11, Warwick-square.

J. S. LAYTON, Esq., of Mauritius, Merchant, 102, Piccadilly.

ALEX. BROWN, Esq., of Mauritius, Merchant, 102, Piccadilly.

CHARLES R. K. HUBBARD, Esq., of Mauritius, Merchant, 102, Piccadilly.

ROBERT DAVIE, Esq., Merchant, 1, Great St. Helen's.

BANKERS—Messrs. BARCLAY, BEVAN, and CO., Lombard-street.

BROKER—JOHN INCHBALD, Esq., 2, Copthall-court, Throgmorton-street.

AUDITORS—Messrs. KEMP, FORD, and CO., 8, Wallbrook.

ABRIDGED PROSPECTUS.

This company has been formed (1) to purchase and develop the well-known Wheel

Speed Tin and Copper Mine; and (2) to open up certain contiguous unworked

mining ground equally favourable for both tin and copper, all in the parish of

Breage and county of Cornwall.

The sets are extensive, and are situated in one of the greatest mineral-producing

districts of West Cornwall. Several valuable lodes of tin and copper, which have

been worked to great advantage in the adjoining sets—viz., The Great Western

Mine, the St. Aubyn and Grylls Mines, the Old Wheel Speedwell, and the Wheel

Georgia and Florence Mines—are known to traverse both sections of the company's

property, among which may be mentioned Kendall's tin lode through the eastern

section, and the recently-discovered George tin lode through the western section.

Already large returns of copper and tin have been taken out of the eastern section

of the company's property; and as soon as a suitable pumping-engine is got to

work on the main lode of this section, where copper ore is known to be in quantity,

good returns may be confidently expected almost immediately.

The other section of their property is entirely unworked; but being within

10 fms. of the late valuable discovery of tin in Wheel Georgia, it promises from

certain indications a large yield of tin at a moderate depth.

The directors will not here enter into further details; but, being well advised as

to the mineral resources of the district, and acting on the reports and advice of

eminently practical men—all well known in the mining world—they feel every con-

fidence in recommending the enterprise to the investing public as one of sterling

merit. The grounds of this confidence are fully set forth in the original prospectus.

The only agreement made on behalf of the company is one between Joseph

Richards and Alexander Brown, on the one part, and James Brown, on behalf of

the company, on the other part, dated 11th June, 1872.

For copies of that prospectus and reports, the working plans, the detailed reports

on which the prospectus is based, and all further information, apply to the Secre-

tary of the company, No. 1, Great St. Helen's, London.

MR. E. CAVENDISH TAHOUDIN,

STOCK AND SHARE DEALER,

13 AND 14, CORNHILL, LONDON, E.C.; and CLAREMONT STREET,

SHREWSBURY.

Railway, Bank, Dock, Insurance, Canal, Mining, Steamship, and every other

description of Shares bought and sold at net prices.

Telegraphic Messages to buy or sell Railway, Bank, Mine, and other Shares and

Stocks punctually attended to at net prices for cash, or for fortnightly settlements,

with advice as to purchases or sales.

With close proximity to Mr. T.'s London offices to the Stock and Mining Exchanges

enables him to execute all orders entrusted to him with dispatch, and to the best

advantage of his clients, while his local knowledge acquired on the spot places him

in a position to give the latest and most reliable information to his customers.

SPECIAL BUSINESS IN—

Bog (Shropshire). Perkins Beach. West Tankerville.

Bog (Cardiganshire). Roman Gravel. Van.

Pennerley. South Roman Gravel. Van Consols.

FOR SALE, offers wanted—

10 Cwm-y-wn. 10 Cwm Vron. 200 Llywernog.

NOTICE.—Mr. TAHOUDIN'S Shropshire and Welsh Mining Circular for June is

now ready. Immediate application should be made.

Bankers: Beck and Co., Shrewsbury and Welshpool.

Fuller, Bambury, and Co., London.

MESSRS. LISCOMBE AND CO.,

39, SOUTH CASTLE STREET, LIVERPOOL.

Reg to inform their CLIENTS and the PUBLIC that they are PREPARED to do

BUSINESS in ALL CLASSES of MINING SHARES—English, Foreign, and

Colonial—at the closest market prices.

GUIDE TO INVESTMENTS.

Published monthly. Post free.

SPARGO'S "GUIDE TO INVESTMENTS"

affords information (ample and correct) of all the best-paying investments.

Capitalists and men of business should consult the "Guide" for valuable and

reliable intelligence.

THOMAS SPARGO,

Gresham House, Old Broad-street, E.C.

Established Twenty-five Years, Fifteen at the above address.

Just published, Second Edition, enlarged, 1s. through booksellers,

or 1s. 2d. post.

HOW TO MAKE MONEY BY PATENTS.

By CHARLES BARLOW, Esq.

"Well worthy of perusal."—Mining Journal, 20th April, 1872.

London: E. MARLBOROUGH and Co., 4, Ave Maria-lane.

NATIONAL INSTITUTION FOR DISEASES OF THE SKIN,

Physician: DR. BARR MEADOWS, 49, DOVER STREET, W.

Patients attend at 227, Gray's Inn-road, King's Cross, on Mondays and Thurs-

days; and at 10, Mitre-street, Aldgate, on Wednesdays and Fridays. Mornings

at Ten; evenings from Six till Nine. Free to the necessitous poor; payment

required from other applicants.

THOMAS ROBINSON, Honorary Secretary.

THE MINING JOURNAL.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the KING SILVER AND COPPER MINING COMPANY (LIMITED).—The Registrar of this Court has appointed Monday, the 25th day of June instant, at Eleven o'clock in the forenoon, at the Registrar's Office at Truro, to SETTLE the LIST OF CONTRIBUTORIES of the above-named company, now made out and deposited at the said office.

Dated Registrar's Office, Truro, June 12, 1872.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACTS, 1862 and 1867, and of the EAST CORNWALL ST. VINCENT MINING COMPANY (LIMITED).—By an Order made by His Honor the Vice-Warden in the above Matter, dated the 10th day of June instant, on the PETITION of Francis Dingey, of Truro, in the county of Cornwall, Ironfounder, a creditor of the said company, IT WAS ORDERED that the said EAST CORNWALL ST. VINCENT MINING COMPANY (LIMITED) should be WOUND-UP by this Court under the provisions of the Companies Acts, 1862 and 1867.

Dated this 11th day of June, 1872.

In the Court of the Vice-Warden of the Stannaries.

Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACTS, 1862 and 1867, and of the EAST CORNWALL ST. VINCENT MINING COMPANY (LIMITED).—Notice is hereby given, that ALL CREDITORS of the above-named company are REQUIRED, on or before Saturday, the 22nd day of June inst., to SEND IN THEIR NAMES AND ADDRESSES, and the AMOUNTS and PARTICULARS OF THEIR SEVERAL CLAIMS on the said company, to FREDERICK MARSHALL, Esq., the Registrar of the said Court, at Truro.

Dated this 12th day of June, 1872. FREDERICK MARSHALL, Registrar.

CARGOLL MINE, NEWLYN EAST.

IMPORTANT SALE OF MINING MACHINERY, PITWORK, AND MATERIALS.

MR. W. J. CLYMA respectfully announces that he has received instructions to submit to SALE, BY PUBLIC AUCTION, on Tuesday, the 25th day of June inst., and following day, at Eleven o'clock in the forenoon precisely, at CARGOLL MINE, in the parish of NEWLYN EAST, the undermentioned EXCELLENT and SUPERIOR

MINING MACHINERY, PITWORK, AND MATERIALS, comprising:—

ONE 72-in. cylinder PUMPING ENGINE, 10 ft. stroke, equal beam, with first

piece main rod.

ONE 70-in. cylinder PUMPING ENGINE, 10 ft. stroke, equal beam, with first

piece main rod.

ONE 24-in. WINDING ENGINE, 8 ft. stroke in cylinder, with ONE BOILER

and fittings complete.

ONE 9-ton BOILER.

ONE 10-ton ditto.

THREE 11-ton ditto.

TWO 12-ton ditto.

ONE 13-ton ditto.

Boiler tube, 34 ft. long, by 3 ft. 9 in. in

diameter, boiler case, and a large

quantity of working boiler plates.

1 shears, 57 feet, with pulleys and

brasses complete.

1 ditto, 60 feet, ditto.

2 capstans, with oak axles and iron

sockets.

1 capstan chain, 170 fathoms.

1 ditto, 180 fathoms.

Cat head, 4 balance bobs, fend-off bob.

14 9-ft. 17-in. pumps.

13 9-ft. 15-in. ditto.

48 9-ft. 15-in. ditto.

102 9-ft. 14-in. ditto.

10 9-ft. 13-in. ditto.

27 9-ft. 12-in. ditto.

17 matchings, various sizes; working pieces, plunger poles, a large number of

different size rod plates, of the best quality; pitch pine and other main rods, shaft

rolls and pulleys, clack seating and doors, staples and glands, yokes and bolts,

buckets rods and pins, flange and door rings, flat threaded lifting screws, bolts and

bolts, rod pins, wrapping bands, ladders, tramroad iron, shaft gird, about 50 tons of

wrought and cast iron, a large quantity of excellent and nearly new white chain,

brass bearings, old brass and lead, and a numerous assortment of other useful

materials and effects in general use in mines.

The auctioneer will call particular attention to the above very valuable mate-

rials, which will be found in good condition, and well worthy the attention of mine

agents and others; and the mine being situated within half a mile of the Newquay

Railway, every facility is afforded for an easy transit to Newquay, where vessels

may at all times be obtained, and the roads to the mine are good and convenient

for the removal of purchases by land carriage.

To view the above, and for further information, application should be made to

Mr. E. MICHELL, the purser, Truro; to the Agents, on the Mine; or to W. J. CLYMA,

Auctioneer and Appraiser, St. Nicholas-street, Truro, of whom catalogues may be

obtained.—Truro, June 13, 1872.

WARWICKSHIRE.

In the parishes of Anley and Nuneaton.

473 ACRES of FREEHOLD LAND in FARMS, together with the coal and other

minerals under nearly SEVEN HUNDRED ACRES, a portion being near the

town of Nuneaton, and the other portion within four miles, adjoining the

village of Anley. The Midland Railway from Birmingham to Nuneaton runs

through the principal farms on the property, the Stockingford Station of which

adjoins, and other lines are projected to pass through the district. One farm is

let on lease, and the residue is occupied by yearly tenants. The minerals under

these freehold farms, with certain portions of the manor of Stockingford and

Nuneaton, belong to the same owners, and, as they form part of the nearest

coal field to the metropolis, command the attention of all interested in the pro-

fitable working of coal mines. Large collieries are now at work in the immediate

neighbourhood, and others in course of formation.

MESSRS. DANIEL SMITH, SON, and OAKLEY have received

instructions from the Trustees of the late Andrew Thompson, Esq., to

SELL by AUCTION, at the Mart, Tokenhouse-yard, E.C., on Tuesday 25th June, at

Two o'clock precisely, the whole of the above valuable

LANDED AND MINERAL PROPERTY,

in the following Lots, viz.:—

LOT 1.—Two capital compact Farms, adjoining the village of Anley, containing

87 A. 2 R. 17 P., with suitable farmhouses and homesteads; let to Mr. Clements and

Mrs. Clark, 4 balance bobs, fend-off bob, 2d. per annum.

2.—The Hill Farm, near thereto, containing 225 A. 3 R. 39 P., with a comfortable

farmhouse and homestead, and two cottages, let to Mr. Goodwin, on lease, for six

years, at a rent of £417 10s., exclusive of 6 A. of wood in hand.

3.—A valuable Mineral Property, consisting of the whole of the Coal Mines and

Minerals under Lots 1, 2, 4, 5, 6, 7, and 8, containing an area of about 330 A.

4 and 5.—Seven Cottage Dwellings, with gardens, in the village of Anley.

6 and 7.—Two excellent allotment Gardens, containing 13 A., let to a yearly

tenant at £39 3s. 6d. per annum.

8.—A Garden or Building Site, in the village of Anley, adjoining the road, con-

taining 1 A. 0 R. 26 P., let to a yearly tenant.

9.—Robinson's End Farm, adjoining the Stockingford Railway Station and the

THE EAST COAST IRON COMPANY (LIMITED).

THE CLEVELAND IRON DISTRICT OF YORKSHIRE.

Prospectuses, and Forms of Application for Shares, may be obtained from the undersigned, or from SAMUEL FERNYHOUGH, Esq., Stockbroker, Manchester; or from Messrs. C. P. ALLEN and SONS, India-buildings, Cross-street, Manchester. The larger proportion of the required Capital has been subscribed. Applications must be sent in on or before Thursday, the 20th instant. Offices, 1, Market-street, Manchester. A. J. WALDUCK, Secretary.

THE NORTHERN TITANIC IRON ORE AND SMELTING COMPANY (LIMITED).

Capital £100,000, in 10,000 shares of £10 each.
Payable 20s. on application, £2 on allotment, £3 in two months, £2 in four months, and £3 in six months.
Shares may be paid up in full, and 5 per cent. interest will be allowed on the calls paid in advance.

Registered under the Joint-Stock Companies Acts, 1862 and 1867, whereby the liability of the shareholders is limited to the amount of their shares.

DIRECTORS.

J. W. ADAMSON, Esq. (Messrs. Adamson and Ronaldson), 1, Leadenhall-street, Shipowners.

WILLIAM AUSTIN, Esq., Chairman of the Russian Ironworks Company.

HENRY T. BALFOUR, Esq. (Messrs. H. Balfour and Co.), No. 6, New Broad-street, and Leven Ironworks, Fishers.

Major-General F. C. COTTON, C.S.I., late Royal Madras Engineers, 72, Euston-square, W.

MICHAEL SARSON, Esq., The Elms, Wandsworth-common, S.W.

THOMAS S. WEBB, Esq., 55, Gracechurch-street, E.C. (late Manager of the Norwegian Titanic Ironworks, Norton), Managing Director.

BANKERS—THE CITY BANK, Threadneedle-street.

SOLICITORS.

Messrs. JAMES TAYLOR, MASON, and FAYLOR, 15, Farnival's-inn, E.C.

BROKER—FREDERICK A. HELPS, Esq., 9, Cornhill, E.C.

SECRETARY.

OFFICES—28, MARTIN'S LANE, CANNON-STREET, E.C.

PROSPECTUS.

OBJECTS OF THE COMPANY.—This company is formed for the purpose of purchasing and working a fine Titanic iron ore property in the West of Norway; to ship iron ore for smelting in the company's furnaces in England, and also for sale to ironmasters in England and elsewhere; and to erect furnaces and smelt on the company's land in Norway, should it hereafter be considered desirable to do so.

DESCRIPTION.—The Norwegian property consists of six immense mountain sides of Titanic iron ore, situated at Solhalt and Solmor, in the parishes of Orskog and Skodje, distant about 25 miles from the town of Alesund, on the west coast of Norway. A fjord, of great depth of water, lies at the foot of the mountain; it is open at all seasons, and so well situated that vessels of large tonnage can be loaded at the company's wharves within 90 yards of the mountain. The English property consists of two blast-furnaces, engines, coke ovens, and necessary offices and appliances on the banks of the Tyne, to which it has a frontage of 290 ft., with 12 ft. depth of water at low tides; it is five acres in extent, and a branch of the North Eastern Railway runs through the property to the company's wharf; the situation is admirable for the reception of ore per ship and for inland communication; it is held on lease for an unexpired term of 28 years (renewable) at the low ground-rent of 180s. per annum.

QUALITY OF THE ORE.—The ore is one of the finest description yet procured in Norway. By analysis made by Messrs. Johnson and Matthey, of London, it is found to contain:—

Titanic acid.....	29.48
Protoxide of iron.....	31.10
Peroxide of iron.....	27.30
Oxide of manganese.....	0.10
Lime.....	4.0
Magnesia.....	0.50
Silica.....	7.50
Loss.....	0.04

Sulphur and phosphorus—none. 100.0
being 43 per cent. of metallic iron. In few instances has Titanic iron ore of the same purity equalled this yield.

MODE OF OPERATIONS.—First operation—getting the ore.—The width and extent of the lodes, together with the fact of their location on the side of a mountain, and no pumping or sinking of shafts being required, render this operation very simple. The lode now open is 90 ft. wide, and the ore can be got at less than 1s. per ton. It is intended to bring the ore down by a self-acting incline to within 90 yards of a pier where large vessels can float. The run to the Tyne, or any of our northern coal ports, can be accomplished within 80 hours.

Secondly—Smelting ore in England.—To ship for the requirements of the company's two blast-furnaces on the Tyne—say, 600 tons per week.

Thirdly.—Sale of iron ore both for foreign and home consumption.—To ship such quantities as may be required to British and foreign ports. The extraordinary demand for all kinds of pure iron ore for steel-making and puddling furnaces, and the price such ores are now realising (hematite on the north-east coast bringing as much as 35s. a ton), warrant the assumption that a large trade can be carried on with the company's Titanic ore, free as it is from phosphorus and sulphur, and offered at the low price of 20s. per ton.

COST OF PRODUCTION OF ORE.—For supply of the company's furnaces on the Tyne, and elsewhere on the eastern coast, 11s. per ton including royalty.

PRODUCE.—First: From the company's furnaces on the Tyne about 200 tons of Titanic iron per week. Second: From shipment of ore to English and foreign ports.

VALUE OF PRODUCE.—Putting the ore at the very low rate of 20s. per ton should secure at all times ready sales. Titanic iron, smelted with coke, from the quotations of the Norwegian Titanic Iron Company's Work (now four years in operation at Norton, near Hartlepool) is of the value of 7l. per ton—Vide "Iron and Coal Trades Review," 5th June, 1872.

PROFIT.—Estimated cost of raising, shipping, and delivering ore on the north-east coast and eastern ports, 11s. per ton, selling price 20s., profit 9s. per ton.

Cost of smelting in England, with coke:—

2½ tons of ore, at 11s.....	£ 17 6
1½ tons of coke, at 20s.....	10 0
Fluxes.....	0 4
Labour.....	0 7 6
Stores, &c.....	0 2 6
Wear and tear.....	0 3 6

Net cost of one ton of metal.....£25 15 0

* This is much under the present price of coke, but contracts can be made for forward delivery at much lower than the present prices.

BALANCE SHEET of one year's working when the works are in complete order—say, second year, and reckoning sales of ore at only 500 tons per week:—

Cost of 25,000 tons of ore delivered in England, 11s. per ton.....£13,750

Making 10,000 tons coke iron, 75s. per ton.....37,500

General charges, and other incidentals—say.....5,000

Profit to balance.....£28,750

£285,000

Cr. Sale of 25,000 tons of ore, 20s. per ton.....£25,000

Sale of 10,000 tons coke iron, £4 per ton, made at the company's furnaces in England.....60,000

£285,000

OUTLAY.—Purchase of the Norwegian property held in (Cash in three perpetuity and the valuable lease with the furnaces) instalments £30,000 and plant, on the Tyne, in complete repair.....30,000

Preliminary expenses, guaranteed not to exceed.....1,000

Surplus for working capital, &c.....39,000

Total.....£100,000

* The Vendor has agreed out of this £30,000 shares to take 15,000 in deferred shares, such shares to receive dividend only after 10 per cent. per annum has been paid on the other shares of the company.

DIVIDEND.—Assuming the net profits, as shown above, after payment of all expenses, for one year, when in full work, to be £28,750, and with the extremely limited sale of only 500 tons of ore per week, a very handsome dividend will be realised.

COMMENCEMENT OF BUSINESS.—It is expected that all arrangements can be made for the delivery of ore from Norway within six weeks after the company has possession, and that the furnaces will be in working order by the end of the current year.

CONTRACTS.—The only contracts entered into on behalf of the company up to this date are dated respectively the 18th day of April, 1872, and 11th day of June, 1872, the first being made between James Mackintosh of the one part, and Francis Gwynne Wheatley, for and on behalf of the company of the other part, and the second being made between James Mackintosh of the one part, and the company of the other part.

No allotment of shares will be made unless 4500 shares at the least are applied for, and if no allotment is made, the deposits will be returned in full, without any deduction for expenses.

Copies of the Memorandum and Articles of Association, and of the said contract, may be seen at the offices of the company's solicitors. Prospectuses, with full reports, can be obtained at the bankers, brokers, and solicitors of the company, and of the secretary, at the company's offices, 28, Martin's-lane, Cannon-street, E.C.

Notwithstanding the reports received, the directors deemed it desirable for their further satisfaction, that one of their number should personally inspect the properties in Norway. Mr. Balfour accordingly proceeded to Norway for that purpose, and on his return furnished the board with the following report:—

"6, New Broad-street, London, E.C., May 13, 1872.

Messrs. the directors Northern Titanic Ore and Smelting Company.

"Gentlemen,—As requested by you, I have inspected the mines at Solhalt and Solmor, proposed to be purchased.

"The Solhalt Mine is very conveniently situated for the delivery of the ore into vessels. The four lodes are already opened, & Solhalt, are about 900 feet above the level of fjord, and, to all appearance, any quantity of ore could be shipped at a very small cost for labour, as the ore could be got down by a shoot to a platform about 200 feet from the vessel, and thence by a short tramway.

"The fjord is capable of taking any size vessel, having a depth of water up to 26 feet or more, and free from rock and sand banks. The fjord at the bottom of the mountain forms a beautiful narrow harbour.

"I also visited the lode at Solmor, and in all probability the same vein of ore runs from Solhalt to Solmor, distance (say) from 4 to 5 miles. The lode that is opened looks very well, but the difficulty of getting the ore into vessels would be greater than at Solhalt, as a tramway for about an English mile would require to be made to the fjord.—I remain, Gentlemen, yours faithfully,

HENRY T. BALFOUR."

Mr. Balfour brought some iron ore from the mines, which has been submitted for analysis to Mr. E. Riley, F.C.S., and the following is his report:—
"Herewith I beg to forward you the result of my assay of the sample of Titanic iron ore received from you.
"The whole of the sample pulverised together gives—
Metallic iron per cent.....48.50.....mean 48.35.
"The sample appears to be quite free from iron pyrites.
"EDWARD RILEY, F.C.S.,
Metallurgist, Analytical and Consulting Chemist.
"3, Devonshire-terrace, Kensington, London, W., June 10, 1872."

THE NORTHERN TITANIC IRON ORE AND SMELTING COMPANY (LIMITED).

FORM OF APPLICATION FOR SHARES.
GENTLEMEN,—Having paid to your bankers the sum of £....., being a deposit of £1 per share on shares in the above company, I request you will allot to me shares in the Northern Titanic Iron Ore and Smelting Company (Limited), which I hereby agree to accept, or any less number you may allot me, subject to the regulations of the company contained in the Memorandum and Articles of Association, and duly registered; and I hereby authorise you to place my name on the Register of Members.
Name in full.....
Profession or description.....
Residence in full.....
Date.....1872. Signature.....

LOCOMOTIVE TANK ENGINES.

FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES, CONTRACTORS, IRONWORKS, MANUFACTURERS, &c., from a superior specification, equal to their first-class Railway Engines, and specially adapted to sharp curves and heavy gradients, may always be had at a short notice from—
MESSRS. BLACK, HAWTHORN, AND CO.,
LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
GATESHEAD-ON-TYNE.

THE TAVISTOCK FOUNDRY, IRONWORKS, AND HAMMER MILLS,

ESTABLISHED MORE THAN HALF A CENTURY,
have been purchased by
NICHOLLS, MATHEWS, AND CO.,
Who are in a position to MANUFACTURE ALL KINDS OF ENGINEERING AND FOUNDRY WORK, SHOVELS, AND MINING TOOLS of every description; and have had a large experience in preparing MACHINERY FOR FOREIGN MINES, As well as selecting mechanics to erect the same.

N., M., AND CO. have always a STOCK OF SECOND HAND MATERIALS.

J. AND F. POOL, WIRE WEAVERS,

MINE SIEVE AND STAMPS' GRATE MANUFACTURERS, COPPER BOTTOM PERFORATORS,

WORKS AT
COPPERHOUSE, HAYLE, CORNWALL.

HEAT-ENDURING PAINT.

THE TITANIC PAINT will ENDURE a DEGREE of HEAT that will ENTIRELY DESTROY all other known Paints. BARS OF IRON have been coated with all the various known Paints, and placed in the flames of forges while in operation, and in other equally trying situations. IN EVERY CASE THE TITANIC PAINT HAS BEEN UNINJURED, while ALL THE OTHER PAINTS WERE TOTALLY DESTROYED. THE TITANIC PAINT also affords a PERFECT PROTECTION TO IRON FROM OXIDATION in any situation, and PRESERVES WOOD AND OTHER MATERIAL FROM DECAY.

Contracts undertaken to paint roofs of railway stations and other important works, guaranteeing results for a term.

Information, as to prices, terms, &c., with particulars of trials, and opinions of its value from consumers, can be obtained on application to—
THE TITANIC PAINT AND COLOUR COMPANY,
13, ST. MARY'S ROW, BIRMINGHAM.

ORE-DRESSING MACHINERY.

SEPARATION TROMMELS.
JIGGING MACHINES,—Continuous and automatic.
CLASSIFIERS.
SHAKING TABLES.
BUDDLES.
PERFORATED PLATES,—For Trommels, Jigging Sieves, and Stamps' Grates.
SACH'S ROCK-DRILL,—As used at Altenberg, Commern, Saarbruck, and Muesen.
For particulars, apply to—
MESSRS. KEMBER AND CO.
CLARENDON GROVE, DRUMMOND STREET, N.W., LONDON.

PROTECTED BY ROYAL LETTERS PATENT. BARKER'S IMPROVED FUEL

(FROM COAL DUST).
SUITABLE FOR ALL PURPOSES FOR WHICH COAL IS USED.

This fuel, made from dust coal, gives in use results superior to the best coal; it is thoroughly water proof, stacks without liability to spontaneous combustion, loss, or deterioration on board ship, or in any climate, and in 30 per cent. less space than coal.

An immense saving in effected by its use on sea-going steamers, owing to its high evaporative power, requiring one-third less stowage room, and avoiding all risk of spontaneous combustion. It burns with little smoke, forming itself into coke; it is very durable, the combustion is perfect, and it will not fall or disintegrate in great heat before a blast or strong draught, nor does it produce clinker.

It will bear rough usage and handling without breakage. As regards the manufacture, it is easily and cheaply made; the machinery made is simple, effective, and comparatively inexpensive.

No heavy pressure is required, or exposure to heat after moulding, to dry or coke (as is usual); and after mixing, the blocks could, if desired, be made up by hand labour, but for large production self-acting machinery is recommended; and when moulded, the fuel is at once ready for use or transit.

Works are in operation in London, and can be viewed on application. Intending licensees can send their coal and have it made up into fuel in their own presence, and have it returned to them for trial.

Samples on a large scale suitable for every purpose supplied for trial. The proprietors of the patents are prepared to grant licenses, and would, if desired, undertake contracts to provide machinery, erect works, and put the same into satisfactory operation, on any required scale of manufacture.

Application to be addressed to the patentees—
MR. DAVID BARKER, Oldbury House, Northfleet, London; or
MR. THOS. D. CLARE, 13, St. Mary's Row, Birmingham.

RAILWAY CARRIAGE COMPANY (LIMITED).

ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS OF RAILWAY CARRIAGES AND WAGONS, AND EVERY DESCRIPTION OF IRONWORK.
Passenger carriages and wagons built, either for cash or for payment, over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES,—7, GREAT WINCHESTER STREET BUILDINGS.

THE BIRMINGHAM WAGON COMPANY (LIMITED).

MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for HIRE AND SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.
EDMUND FOWLER, Sec.
WAGON WORKS,—SMETHWICK, BIRMINGHAM.
* Loans received on Debenture; particulars on application.

STAFFORDSHIRE WHEEL AND AXLE COMPANY (LIMITED).

MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, AND CONTRACTORS' WHEELS AND AXLES, and other IRONWORK used in the CONSTRUCTION OF RAILWAY ROLLING STOCK.
OFFICES AND WORKS.
HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

GEOLOGY.—ELEMENTARY COLLECTIONS, to illustrate the Modern Works on Geology, and facilitate the interesting Study of Mineralogy and Geology, can be had at 2s. 5d., 10s., 20s., to 100s. guineas; also, single specimens of Minerals, Rocks, Fossils, and Recent Shells, Geological Maps, Hammers, Models of Gold Nuggets, all the recent publications, &c., of J. TENNANT, Mineralogist to Her Majesty, 149, Strand, London, W.C.
Practical Instruction is given in "Mineralogy and Geology," by Mr. TENNANT, F.R.S., at 149, Strand. Illustrated by numerous Specimens, Models, Diagrams, &c.

CAPITALISTS AND INVESTORS desirous of EMBARKING in REALLY GOOD MINES OF COAL, IRON, and LEAD, QUARRIES OF SLATE, GRANITE, or LIMESTONE, invite to COMMUNICATE with Capt. JOHN PRYOR and Mr. T. L. COTTINGHAM, MOLD, FLINTSHIRE.

For Excellence and Practical Success of Engines



Represented by Model exhibited by this Firm.
HARVEY AND CO.,
ENGINEERS AND GENERAL MERCHANTS,
HAYLE, CORNWALL,
AND HAYLE FOUNDRY WHARF, NINE ELMS, LONDON,
CITY OFFICES (GRESHAM HOUSE), 23½, OLD BROAD STREET,
MANUFACTURERS OF
PUMPING and other LAND ENGINES and MARINE STEAM ENGINES
the largest kind in use, SUGAR MACHINERY, MILLWORK, MINING
MACHINERY, and MACHINERY IN GENERAL.
SHIPBUILDERS IN WOOD AND IRON.

SECONDHAND MINING MACHINERY FOR SALE,
In First-Rate Condition, at Moderate Prices.
PUMPING ENGINES; WINDING ENGINES; STAMPING ENGINES;
STEAM CAPTAINS; and CRUSHERS of various sizes. BOILERS, FURNACE
WORK of all descriptions, and all kinds of MATERIALS required for
MINING PURPOSES.

THE PATENT PNEUMATIC STAMPS
May be SEEN AT WORK at HAYLE FOUNDRY WHARF, NINE ELMS,
by previous application at either of the above addresses.

BICKFORD'S PATENT SAFETY FUSE,

FOR CONVEYING CHARGE IN FIRE TO THE BLASTING ROCKS, &c.
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BY LETTERS ROYAL PATENT.

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EXTRACTS FROM TESTIMONIALS.
From Captain RICHARD BLIGHT, Oregrawse and Penkivel United Mines, near Chacewater, February 19, 1872:—

I have seen the tin-dressing machine at work at North Roskear Mine, and fearlessly say it is the best machine I ever saw. I do not hesitate to say it saves nine-tenths of the tin directly it passes over it, and eight-tenths of the tin is saved into whits at once.

From Capt. JOHN OLD, Breage, February 22, 1872:—

I have inspected Borlase's patent revolving metallic ore-dressing machine at North Roskear Mine, and am pleased to say that I have a very high opinion of it as a complete separator. I tried the roughs and slimes after it left the separator, and found it to be very poor. This testing of the machine was very satisfactory to me, and I can with confidence recommend it.

From Capt. RICHARD PEARCE, Dolcoath, March 2, 1872:—

I have seen your machine for dressing tin ore working at North Roskear, and am pleased with the simplicity of its working, and it seems to separate its work very well.

From Capt. ANTHONY JOHNS, North Roskear, March 4, 1872:—

I have worked your dressing-machine, and I find it will do its work as a separator and cleaner admirably. The whits for burning are very good, and the roughs which pass over it are very poor. I have great confidence in recommending it as it saves much manual labour.

From Capt. JOHN REYNOLDS, Cook's Kitchen, March 4, 1872:—

I called at North Roskear Mine to-day, and saw your new tin-dressing machine at work. I viewed the different divisions of roughs and slime as classified by the machine, and found them highly satisfactory. I believe it to be the foundation of a method for dressing tin which must, sooner or later, come into general use.

From Mr. F. PASCOE, tin dresser, Tuckingmill, March 4, 1872:—

It will do for any class of work: for slimes it is first-class. It is equal to four times budding by passing over this machine once.

From Mr. S. H. STEPHENS, tin dresser, Great Wheel Fortune, March 5, 1872:—

I have seen Mr. Borlase's patent machine in full operation at North Roskear Mine, and I willingly bear testimony to its efficiency for cleaning tin ores—in fact, it makes the best separation in one running I ever saw, either in this country or in America.

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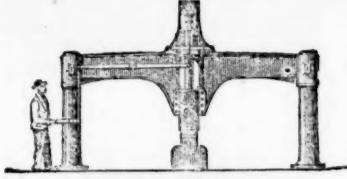
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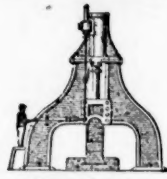
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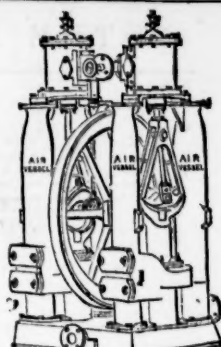
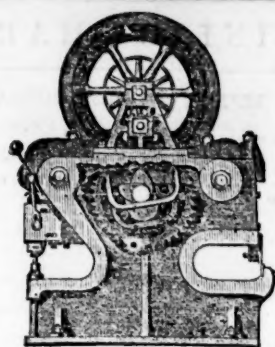
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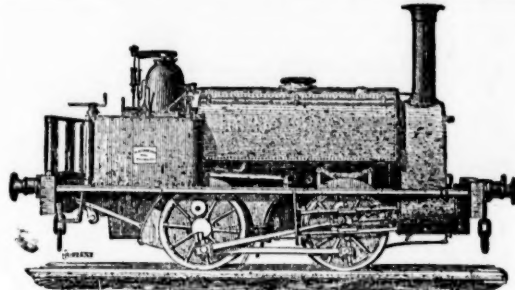
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15000	Alderley Edge, c, Cheshire*	10 0 0	—	—	10 16 8	0 5 0	Jan. 1872
20000	Bluen Caelan, c, Cardigan*	1 0 0	1 1/2	1 1/2	0 3 0	0 1 0	April 1872
18000	Boscawell Downs, c, St. Just*	3 0 0	—	—	0 5 0	0 1 0	Oct. 1871
200	Botalack, c, St. Just*	21 5 0	225	220 20	614 15 0	6 0 0	May 1872
500	Brookfield, c, Cardigan*	100 0 0	90	85 90	110 0 0	2 0 0	Jan. 1872
4000	Brookfield, c, Cardigan*	1 10 0	—	—	1 7 0	0 5 0	Mar. 1872
6000	Cashwell, c, Cumberland*	2 10 0	—	—	1 0 0	0 2 0	Dec. 1871
2000	Castle-an-Dinas, c, St. Columb*	2 0 0	—	2 2 1/2	0 4 0	0 2 0	Jan. 1872
1000	Carn Brea, c, t, Illogan*	35 0 0	170	165 170	203 0 0	4 0 0	June 1872
2450	Cook's Kitchen, c, Illogan*	19 14 9	50	40 50	9 14 6	1 0 0	April 1872
1024	Devon Gt. Consols, c, Tavistock*	1 0 0	110	105 115	1105 0 0	6 0 0	May 1872
656	Ding Dong, c, Gulval*	49 14 8	15	—	7 10 0	0 15 0	Aug. 1870
4280	Dolcoath, c, t, Camborne*	10 14 10	90	80 85x	95 4 2	2 0 0	June 1872
12500	Drake Walls, c, Calstock*	2 10 0	—	—	14 17 0	0 3 0	April 1872
6144	East Cardigan, c, St. Cleer*	2 14 6	—	5 1/2	204 10 0	1 0 0	Mar. 1872
300	East Darnley, c, Cardiganshire*	32 0 0	—	—	12 13 9	0 5 0	May 1872
4000	East Pool, c, t, Illogan*	0 9 9	18	18 18 1/2	19 8 6	0 12 6	Aug. 1871
1906	East Wheel Lovell, c, Wendron*	3 9 0	16	16 17	79 15 0	0 10 0	Mar. 1872
2500	Foxdale, c, Isle of Man*	25 0 0	—	—	4 8 0	0 2 6	Aug. 1870
5000	Frank Mills, c, Christow*	3 18 6	—	—	0 13 0	0 5 0	May 1872
3500	Gawton, c, Tavistock*	3 10 6	6 1/2	5 1/2	0 0 0	0 10 0	Feb. 1872
40000	Glasgow Carr, c, [30,000 £1 p., 10,000 10s. p.]	4 0 0	16	15 16	15 1 0	0 6 0	Mar. 1872
15000	Great Laxey, c, Isle of Man*	4 0 0	10	9 1/2	0 17 0	0 2 6	Mar. 1872
5008	Great Wheal Vor, c, Helston*	40 0 0	10	1 1/2	0 2 0	0 3 0	June 1872
6000	Green Hurth, c, Cumberland*	4 10 0	—	1 1/2	0 3 0	0 10 0	Nov. 1870
10240	Gunnislake (Clitters), c, t, c	4 10 0	—	—	0 2 0	0 10 0	Nov. 1870
1024	Herodsfoot, c, near Liskeard*	8 10 0	37	34 38	60 0 0	1 10 0	May 1872
6000	Hingston Down, c, Calstock*	6 4 0	7	7 1/2	3 8 0	0 5 0	May 1872
25000	Killalee, c, Tipperary*	1 0 0	1 1/2	1 1/2	0 2 11 1/2	0 9 1/2	Dec. 1870
165	Levant, c, t, St. Just*	10 8 1	—	—	1101 0 0	2 0 0	Aug. 1869
400	Lisburne, c, Cardiganshire*	18 15 0	—	—	343 10 0	2 0 0	Mar. 1871
9000	Marke Valley, c, Cardigan*	4 10 6	4 1/2	3 1/2	7 10 6	0 2 6	April 1872
9000	Marine Mining Co., c, Wrexham*	5 0 0	—	—	0 4 0	0 2 1	July 1870
20000	Minning Co. of Ireland, c, t, c	5 0 0	11	10 1/2	0 13 0	0 3 0	Mar. 1872
6400	New Pembroke, c, t, c, Par Station*	5 0 0	—	—	0 5 0	0 2 6	June 1872
12000	North Hendre, c, Wales*	2 10 0	—	—	4 1 0	0 16 0	Mar. 1872
2000	North Levant, c, t, St. Just*	10 12 0	17	16 17	0 5 6	0 1 6	June 1871
5610	North Wheel Crofty, c, Illogan*	3 11 3	—	—	0 5 0	0 5 0	Nov. 1871
5694	Pedn-an-drea, c, Redruth*	8 2 0	—	—	26 0 0	2 0 0	Mar. 1872
256	Pendarves United, c, t, Camborne*	86 0 0	—	—	2 8 6	0 3 0	May 1872
6000	Penhalla, c, St. Agnes*	3 0 0	4 1/2	4 1/2	477 10 0	7 0 0	Nov. 1871
500	Phoenix, c, t, Linkinhorne*	50 0 0	—	—	1 7 6	0 10 0	Dec. 1871
1772	Polthero, c, St. Agnes*	15 0 0	—	—	1 10 0	0 10 0	Oct. 1870
2000	Poldice, c, t, c, Gwennap*	10 0 0	—	—	0 15 0	0 5 0	Mar. 1872
1120	Providence, c, t, Uny Lelant*	10 6 7	34	30 32	103 12 6	0 10 0	Mar. 1872
15000	Queen, c, t, Calstock*	0 10 0	—	—	0 2 0	0 1 0	Dec. 1870
12000	Roman Gravel, c, Salop*	7 10 0	18	17 1/2	0 15 0	0 5 0	Mar. 1872
5869	Rosewell Hill and Ransop, c, t, c	4 0 0	1 1/2	1 1/2	0 14 6	0 1 6	June 1871
6000	Shelton, c, t, St. Austell*	1 0 0	—	—	0 1 0	0 1 0	Feb. 1872
612	South Cardigan, c, St. Cleer*	1 5 0	—	—	682 10 0	4 0 0	Mar. 1872
6000	South Carn Brea, c, t, Illogan*	1 11 6	6 1/2	6 1/2	0 7 0	0 5 0	April 1872
4000	South Darnley, c, Cardigan*	3 6 6	—	—	1 1 6	0 1 6	Nov. 1870
466	South Wh. Frickes, c, Illogan*	18 18 9	—	—	374 13 6	1 0 0	Mar. 1868
242	Sperner Moor, c, St. Just*	36 17 9	18	—	16 15 0	1 0 0	June 1871
940	St. Ives Consols, c, St. Ives*	10 15 0	40	24 26	0 10 0	0 10 0	May 1869
8771	St. Just Amalgamated, c, t, c	3 10 0	—	—	0 9 0	0 4 0	Nov. 1871
12000	Tankerville, c, Salop*	6 0 0	16 1/2	17 18	2 10 0	0 6 0	June 1872
25000	Terras, c, St. Aust. (div. on 12,000 only)	1 0 0	5 1/2	5 1/2	0 1 6	0 1 6	June 1872
12000	Tinroft, c, t, Pool, Illogan*	9 0 0	71	60 62 1/2	38 18 6	2 2 6	June 1872
4000	Trumpet Consols, c, Helston*	5 15 0	16	16 17	8 11 0	0 10 0	April 1872
15000	Van, c, t, Llanidloes*	4 5 0	50	47 1/2	6 12 0	0 14 0	June 1871
40000	Wendron Consols, c, t, c, Camborne*	3 0 0	12 1/2	11 1/2	6 12 0	0 14 0	June 1871
2048	West Wheel Seta, c, Camborne*	25 13 9	100	95 100	2 17 6	0 15 0	Jan. 1872
400	West Wheel Seta, c, Camborne*	47 0 0	100	95 100	76 10 0	2 0 0	June 1872
12288	Wheal Arthur, c, t, Calstock*	1 0 0	—	—	0 3 0	0 1 0	Dec. 1871
512	Wheal Bassett, c, Illogan*	5 2 6	145	100 120	637 0 0	1 0 0	April 1872
5179	Wheal Grenville, c, Camborne*	7 14 6	9 1/2	9 1/2	0 8 6	0 2 6	Mar. 1872
512	Wheal Jane, c, t, Kea*	10 15 6	46	45 47 1/2	37 0 0	1 0 0	April 1872
4295	Wheal Kiddy, c, t, Agnes*	5 4 6	16	15 16	8 8 0	0 10 0	May 1872
1024	Wheal Kiddy, c, t, Uny Lelant*	3 10 6	—	—	14 2 6	0 5 0	Jan. 1872
556	Wheal Margaret, c, t, Uny Lelant*	13 17 6	—	11 1/2	82 3 0	1 0 0	June 1872
1024	Wheal Mary Ann, c, t, c, Plymouth*	19 0 0	13 1/2	11 1/2	73 0 0	0 4 0	June 1872
1000	Wh. Mary Hutchings, c, t, c, Plymouth*	2 12 6	—	—	2 1 6	0 6 0	May 1872
80	Wheal Owles, c, t, St. Just*	70 0 0	—	—	518 10 0	12 10 0	May 1872
12000	Wheal Russell, c, Tavistock*	1 0 0	—	—	0 2 0	0 1 0	June 1871
4096	Wheal Uny, c, t, Redruth*	10 14 6	6 1/2	6 1/2	0 19 0	0 4 0	Jan. 1872
21600	Wicklow, c, t, c, Wicklow*	2 10 0	9 1/2	9 1/2	52 9 0	0 2 6	Sept. 1871

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid.
35000	Alamillos, c, Spain*	2 0 0	2	1 1/2	0 17 0	0 1 0	Mar. 1872
130000	Almaden and Tinto Consol., c, t, c	1 0 0	1	1 1/2	0 2 0	0 6 0	Dec. 1871
20000	Australian, c, South Australia*	7 6 0	1 1/2	1 1/2	0 2 0	0 1 0	May 1872
15000	Bidderley Creek, c, California*	7 0 0	29 1/2	29 30	8 0 0	1 0 0	June 1872
20000	Cape Copper Mining, c, t, c, South Africa*	4 0 0	—	—	0 6 0	0 1 0	July 1869
30000	Central American Association, c, t, c	0 15 0	—	—	0 8 0	0 2 0	Oct. 1871
21000	Colorado Terrible, c, t, Colorado*	5 0 0	4	3 1/2	2 5 0	0 3 0	Mar. 1872
76162	Don Pedro North of the Rey, c, t, c	0 14 0	2 1/2	1 1/2	2 5 0	0 3 0	Mar. 1872
23500	Eberhardt and Aurora, c, Nevada*	10 0 0	13	10 11 1/2	1 0 0	1 0 0	July 1871
50000	Emma, c, t, Utah (25,000 fully pd.)	20 0 0	26 1/2	20 1/2	2 2 0	0 6 0	June 1872
70000	English and Australian, c, t, c, Aust.	2 10 0	—	—	2 2 0	0 3 0	Mar. 1872
15000	Ferguson, c, California*	2 0 0	—	—	0 3 0	0 3 0	April 1872
80000	Flagstaff, c, t, c, Nevada*	12 0 0	15	14 1/2	1 0 0	0 4 0	June 1872
25000	Fortuna, c, t, Spain*	12 0 0	18	18 1/2	2 11 0	0 3 0	Mar. 1872
60000	Gold Run, c, t, c, Idaho*	2 1 0	—	—	0 1 0	0 4 0	May 1872
60000	Kapunda Mining Co. (Australia)	1 3 0	3 1/2	3 1/2	0 1 0	0 10 0	Nov. 1868
15000	Linares, c, Spain*	3 0 0	3 1/2	3 1/2	13 18 4	0 5 0	Mar. 1872
7927	Lusitania, Portugal* (£5 shares)	3 0 0	1 1/2	1 1/2	1 10 0	0 10 0	April 1872
80000	Mineral Hill, c, Nev. (£100 deb.)	10 0 0	—	—	0 6 0	0 3 0	Mar. 1872
12000	Preussische Ber. & Hütten Aktien, c, t, c	30 0 0	—	—	1 16 0	0 16 0	Mar. 1872
10000	Pontbinaud, c, t, France*	20 0 0	22	19 22	11 1 6	0 15 0	June 1872
100000	Port Phillip, c, t, c, Clunes*	1 0 0	3 1/2	3 1/2	1 7 0	0 4 0	April 1872
40000	Richmond Consol., c, t, c, Nevada*	5 0 0	8 1/2	7 1/2	6 4 0	0 4 0	April 1872
100000	Scottish Australian Mining Co., c, t, c	1 0 0	—	—	6 per cent.	—	April 1871
112500	Sierra Buttes, c, California*	2 0 0	4 1/2	4 1/2	0 8 0	0 2 0	Dec. 1871
60000	South Aurora, c, Nevada*	5 0 0	2 1/2	1 1/2	0 12 0	0 5 0	June 1871
11000	St. John del Rey, Brazil*	15 0 0	18	17 18	71 10 0	4 5 0	Dec. 1867
15000	Sweetland Creek, c, California*	4 0 0	4 1/2	4 1/2	1 12 0	0 4 0	May 1872
20000	Tolima, c, t, c, Peru* (6000 sh. are £5 f. pd.)	2 10 0	—	—	0 2 6	0 2 6	Mar. 1872
500	Westphalian, c, t, c, Prussia*	20 0 0	—	—	8 0 0	3 0 0	May 1872

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Last Call.
50000	Anglo-Argentine, c, t, c, Argentine Republic*	1 0 0	1 1/2	1 1/2	..Fully pd.
20000	Anglo-Australian, c, Victoria*	2 5 0	—	—	..May 1872
100000	Anglo-Brazilian, c, t, c, Brazil*	0 10 0	—	—	..Mar. 1872
10000	Anglo-Spanish, c, t, c, Berlanga*	10 0 0	—	—	..Fully pd.
20000	Australian United, c, Victoria*	2 10 0	—	—	..Fully pd.
3000	Bellavista, c, Peru* (£10 shares)	6 10 0	—	8 1/2 9	..April 1872
6000	Bensberg, c, Germany* (£10 shares)	7 0 0	5 1/2	8 1/2 9	..May 1872
50000	Braganza, c, Brazil*	0 15 0	—	—	..Fully pd.
12000	Camp Floyd, c, t, c, Utah*	10 0 0	—	—	..Fully pd.
35000	Cesena Sulphur Company, Romanga, Italy*	10 0 0	—	—	..Fully pd.
7500	Champion, c, t, c, Colorado*	10 0 0	—	—	..Fully pd.
6000	Chana, c, t, c, Douro, Portugal*	5 0 0	—	—	..Fully pd.
50000	Chontales, c, t, c, Nicaragua* (and 15,000 of £1 5s.)	2 0 0	3/4	3 1/2 3/4	..Fully pd.
6000	Clifton, c, Colorado*	5 0 0	—	—	..Feb. 1872
10000	Crescent, c, Plumas County, California*	3 0 0	—	—	..Allotment
100000	Cuba, c, Minas Geraes, Brazil*	0 15 0	—	Nov. 1870	..Fully pd.
7500	East Sheboygan Preference* (40,000 ordinary shares)	2 0 0	—	—	..Fully pd.
100000	Eclipse, c, California*	1 0 0	3/4	3/4 3/4	..Fully pd.
25000	Excelsior Hydraulic Gold Washing Co. California	6 0 0	—	—	..Dec. 1871
60000	Exchequer, c, t, c, California*	1 0 0	—	—	..Fully pd.
40000	Fortuna Copper Mining Co. of Western Australia	2 0 0	—	—	..Fully pd.
50000	Frontino and Bolivia, c, New Granada*	2 0 0	3/4	3/4 3/4	..Fully pd.
150000	General Brazilian, c, t, c, Brazil*	1 0 0	3/4	3/4 3/4	..Fully pd.
12000	Hamilton Smelting Company, Nevada*	1 0 6	—	—	..Allotment
20000	Imperial Brazilian Collieries, Brazil*	5 0 0	—	—	..Fully pd.
20000	I. X. L., c, t, c, California*	5 0 0	—	—	..Fully pd.
60000	Javali, c, Nicaragua*	2 0 0	—	—	..Fully pd.
11000	Kansas, c, Colorado*	5 0 0	—	—	..Fully pd.
20000	Last Chance, c, t, c, Utah (£5 shares)	3 0 0	4	3 1/2 3 1/2	..Allotment
165000	London and California, c, t, c (£2 shares)	1 0 0	2 1/2	2 1/2 2 1/2	..Mar. 1872
4000	Malaga, c, Spain*	10 0 0	—	—	..Fully pd.
30000	Maipaso, c, Colombia*	0 15 0	2	1 1/2 2	..May 1872
10000	Marioneth Coppopolis of Utah, c, t, c, Utah*	10 0 0	10 1/2	10 1/2 10 1/2	..Fully pd.
20000	Monsenberg, c, t, c, Germany*	5 0 0	—	—	..Fully pd.
6000	Monte Loreto, c, c, Italy*	5 0 0	6 1/2	6 1/2 6 1/2	..Fully pd.
51000	New Quebrada, c, Venezuela*	5 0 0	—	—	..Fully pd.
50000	New Rosario, c, Mexico*	0 15 0	—	—	..Dec. 1871
20000	New Zealand Kapanga, c, Coromandel*	5 0 0	—	—	..Allotment
20000	North American, c, t, c, Canada*	4 0 0	—	—	..Fully pd.
15000	Pacific, c, t, c, Nevada and California (and reduced)*	7 0 0	3	3 3/4 3	..Fully pd.
20000	Panallio, c, t, c, Chili*	4 0 0	6 1/2	6 1/2 7	..Fully pd.
60000	Panorama United, c, t, c, Idaho*	3 0 0	—	—	..Fully pd.
18000	Pinto, c, Nevada (and 8000 deferred)	0 2 6	1 1/2	3/4 3/4	..Fully pd.
50000	Rica, c, Colombia*	0 2 6	1 1/2	3/4 3/4	..Allotment
100000	Rossa Grande, c, Brazil* (£1 shares)	0 15 0	3 1/2	3 1/2 3 1/2	..Sept. 1870
32500	Ruby Consolidated, c, Nevada*	10 0 0	—	—	..Allotment
30000	Russia, c, t, c, Orenburg and Uta*	10 0 0	7	6 7	..Fully pd.
25000	San Pedro, c, Chili*	2 0 0	6 1/2	5 1/2 6	..Fully pd.
15000	Silver Star, c, Nevada*	5 0 0	8 1/2	5 1/2 5 1/2	..Fully pd.
50000	Silver Star, c, Nevada*	10 0 0	—	—	..Fully pd.
10000	Silver Plume, Colorado*	1 10 0	—	1 1/2 2 1/2	..Fully pd.
37500	Snowdrift, c, Colorado*	1 10 0	—	—	..July 1871
20000	Toiyabe, c, Nevada*	2 10 0	—	—	..Nov. 1871
100000	Taquaril, c, Brazil*	1 0 0	3/4	3/4	..Fully pd.
15000	Thornhill Reef, c, Australia*	1 0 0	—	—	..Fully pd.
40000	Tuolumne, c, California*	2 0 0	—	—	..Fully pd.
43174	United Mexican, c, Mexico* (†)	28 5 2	3 1/2	3 3/4 3 1/2	..May 1868
10000	Utah, c, t, c, Utah*	10 0 0	5	4 1/2 4 1/2	..Fully pd.
75000	Yoriko Peninsula, c, t, c, Tasmania*	1 0 0	2 1/2	1 1/2 1 1/2	..Fully pd.
50000	Yudnamutana, c, t, c, South Australia*	1 0 0	2 1/2	1 1/2 1 1/2	..Fully pd.